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Yachting days will soon be here again. Vista from the verandah of the Stamford Yacht Club

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HERBERT L. STONE, *Editor*

CHARLES H. HALL, ALFRED F. LOOMIS, RUFUS G. SMITH, *Associate Editors*

SALT ON THE "PUNKIN." *By M. P. Wamboldt* 35

INLAND SAILING IN THE SOUTHWEST. *By Mel Jaquier* 38

ALI KNOWS THE WAY. *By Alan Villiers* 42

THE CARE AND FEEDING OF YACHTSMEN. *By Frederic M. Gardiner* 44

AUTOMATIC STEERING FOR YACHTS. *By Britton Chance* 47

THE "OLDER NAVIGATION." *By Henry Howard* 49

YES — BUT ARE YOU SURE? *By Alfred F. Loomis* 51

EDUCATION FOR JUNIORS — AND SENIORS? *By William H. Taylor* 57

CRUISING TO ITALY AND BACK. PART III. *By John Martucci* 58

THE PENGUIN — A SMART SAILING DINGHY. *By Rufus G. Smith* 61

BIG GAME FISHING. *By Lansdell Anderson* 63

THE AEROSAIL — A DEVELOPMENT. *By Franklin T. Kurt* 66

"IF WE HADN'T BEEN DRAGGING THAT PROPELLER." *By Kenneth S. M. Davidson and Daniel S. Connelly* 68

AT HOME AFLOAT 79

WATERFRONT NEWS. *By "Beachcomber"* 80

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AROUND THE CABIN LAMP

The Diary of a Young Sailor

By

MICHEL RICH

Master Rich is a modern child who calls his parents, and other grown-ups, by their first names. After every cruise he makes with his family, he dictates an account of the trip to his mother. He was eight when the following notes were written.

▶ A Slight Case of Deviation

Saturday, May 2nd. Harold made plans to go over to Connecticut and spend the night there but first he wanted to deviate the compass. We bought groceries and found a mattress waiting in the yacht club all covered with nice corduroy. We took it out to the boat where we found that Mr. Mott had put a light over the compass the way Harold had told him to.

We got started and first spent quite a while running courses to deviate the compass. Then we got out the charts and plotted the course for Westport. Then we started to cross the Sound. When we got across, we discovered that we had made a mistake. We went bouncing all over the harbor until we finally found the buoys we were looking for. Then Harold said he was going to call on Hank and Edna. We went up the coast looking for their three cottages. We went right past them but didn't know that we did, and we went further up and decided that we were too far up and came back and on the way back we spotted their cottages.

We tried to get into their harbor but we got stuck in the mud immediately and decided it was too shallow. Then we decided we would go to Westport and telephone Edna and Hank. So we went to a place we thought was Westport but wasn't at all. The buoys were all numbered the wrong way and we didn't know where we were. Then we watched a boat disappear behind a little sandbar so we decided that if that boat could get through we could because it was at least thirty-two feet. So we followed it in and when we got in a man rowed along in a rowboat and gave us a mooring for the night and said the place was called the Cedar Point Yacht Club and it was an extraordinarily charming little harbor, more so than any harbor we had ever seen.

▶ The Yard Bill

Saturday, July 17th. Harold came back from the office at about three o'clock and we drove out to Northport and found the boat all beautifully painted and in the water. We went to the yacht club but before that Harold and I dropped off to see Mr. Mott. He had a long talk with Mr. Mott about the bill and I got tired of this and walked around and looked at the sights.

Then I thought I would find out if they had finished the talking yet, but they hadn't. So I went back to the yacht club and finally Harold came walking in. I found an old piece of ruler and cleaned it off and by that time the tender came and we all went out to the boat. We went right over to Lloyd's Harbor and after lunch I was in the dinghy messing around with my fog horns and my fiddler crabs and bailing out, when I noticed that the dinghy wasn't tied tight, so I thought I'd make it fast. So I took all the rope off and was only hanging on to the boat. Then I began to wind it around the stern, but I didn't have a chance. The dinghy got loose and drifted quite a way off from the boat and nearly hit a sloop.

So I had to row back to the boat in a terrible blow, which was difficult rowing. I got back to the boat and we had dinner, but my back was nearly broken and I had a terrible sunburn. So, all the trip coming back to Northport I was in my bunk. If this hadn't have happened I wouldn't have had to be in my bunk.

▶ Eaton's Harbor Adventure

Saturday, July 24th. Lucy Ann came out with us for the week-end. We went right to Eaton's Harbor and anchored. We went ashore to swim and to get mussels, deciding to have dinner on the beach. We found billions and trillions of snails there and I found a starfish and we found some mussels but only a few of them were big enough, so we went up to the end of the beach and gathered a whole bucketful of great big juicy mussels and I found a snail almost as big as the mussels. The mussels were about two inches and a half long.

Next morning I rowed all around the harbor by myself and got fouled up with two dinghies, three Coast Guard boats and two sailing dinghies and one sloop and two motor cruisers, but I got loose all right and most of my fun was rowing around all among the boats and I found a boy that I liked and he helped me get mussels and we rowed around a little and untwisted each other's dinghy ropes. I met a few other boys and one of them I nearly hit in the head with the bow of my dinghy, but he didn't even know it.

▶ Man Overboard!

Saturday, September 11th. In the morning when we awoke it was blowing hard and in a few minutes it rained. We ate breakfast and soon afterward it started to rain harder. We did a few odds and ends of packing and then Harold went out in the pouring rain to pull up the anchor. I was afraid he was going to fall overboard but he didn't.

Then we started for Northport. Half the way we certainly did have rolling. It was the worst weather I ever remember of being in on the water. I was afraid the boat was going to capsize any minute. But she didn't. And the fog was pretty thick. Dorothy wouldn't let me go below for fear I would get seasick.

When we got into Northport, it didn't roll much but was raining very, very hard. Harold went out to hook the mooring and the decks were very slippery. He got the buoy the first time and was pulling it onto the deck but Dorothy reversed too much and he was straining when the boathook broke and he fell into the water. He scrambled back on board quickly but the hook broke and half of it went floating down the harbor.

He brought the boat up to the mooring again and hooked it nicely with the broken end of the hook. But he was soaking wet.

▶ More Adventure

Friday, August 17th. This day we went fishing with Helen and on the way back an adventure happened. We were taking Helen back and she said she didn't want to go to the yacht club because she said she wasn't fit to be seen, so we took her to the municipal dock to let her off so she could go home. The ladder up to the dock was about fifteen feet in length and we thought she would never make it.

Harold, to make it easier, thought he would get a bow line on one of the posts of the dock. All the people sitting on the dock were looking at him. He put the boat in neutral and climbed on the cat walk and was about to throw a line around the post when his foot slipped and he went overboard. One minute I see him on the cat walk and the next he's in the water! He might have been crushed between the boat and the post but luckily enough Dorothy pulled him on board and everything on him was drenched but the tipsy top of his shirt, his cap and glasses.

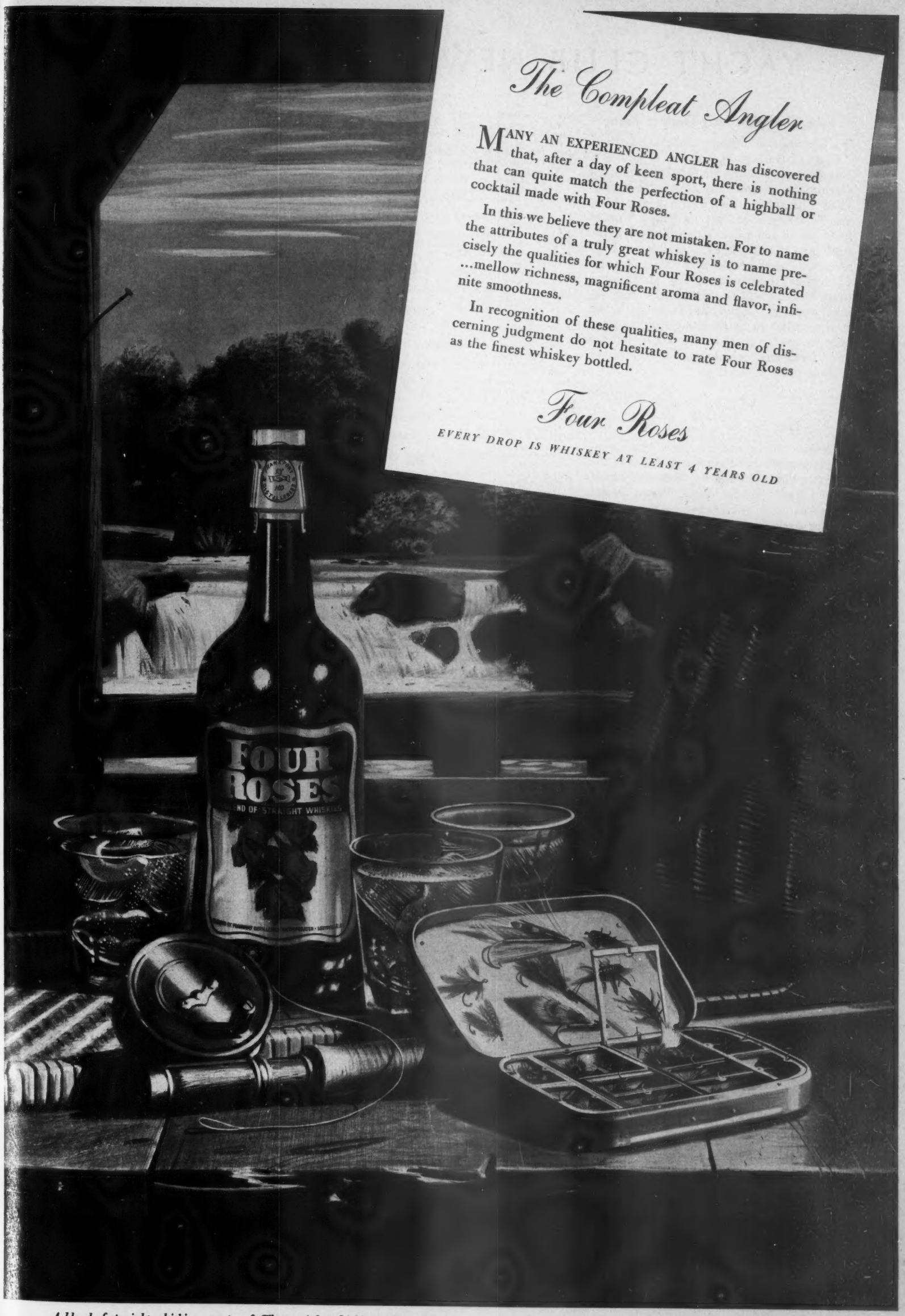
▶ Fishing and Dining

Saturday, September 27th. We went out off Lloyd's Light and anchored and fished. Dick caught a small kingfish and a real big flounder which jumped out of the pail when Dorothy was lifting it in the cockpit, and another small flounder and a skate. I caught two flounders, regular sized, and a baby blowfish and two spider crabs. Harold caught three little baby flounders.

After that we went back to Northport and Dick hooked the mooring nicely because he has had twenty-seven years of boating and Harold has had only two — so compare that.

Then we came back to the Club because tonight was to be the closing dinner. The dinner was very nice. We had cold roast beef and potato salad and olives and sweet pickles and ham and baked beans and beet relish and home-made pumpkin pie for dessert. When Harold saw it he said, "Oh, my God!"

Then after dinner there was a business meeting and they elected new officers. There was one man called "Doc" and he said "What are we going to do?" And there was a lot of argument about the new officers. And once when a lot of people said "Aye," which means they were in favor of the question, I said "Aye-eee!" and everybody laughed. I didn't know why, but Harold said "ee" means you are not in favor of it. . . .



The Compleat Angler

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YACHT CLUB NEWS AND COMMENT

Lake Champlain Long Distance Race

THE young and vigorous Malletts Bay Boat Club, of Burlington, Vt., has scheduled a long distance sailing race for the sometimes placid but sometimes anything but waters of Lake Champlain. The course hasn't been exactly determined, but its length will be from 100 to 125 miles. This will mean night work and, as the lighted aids are not as numerous as the rocks and shoals of Lake Champlain, the boys are going into training to the extent of sitting up nights and discussing the problems. Scheduled for July 5th, the race promises to be an interesting one, not only for the Green Mountain sailors but for any "foreigners" who happen to be cruising in those parts at the time.

\+ + +

Date Set for C.C.A. Race

Despite many asseverations from competent sources that the projected race of the Cruising Club of America from the Block, around Nantucket Lightship, Mount Desert Rock to a finish at Gloucester is too dangerous for yachtsmen who have hitherto only played around the reefs of Bermuda, Nova Scotia, England, and Ireland, the gallant stalwarts of the race committee have gone ahead and announced the race for June 24th. That's a long sentence, but it's a long race of 460 miles. If the winds observe the rules laid down for them by the meteorological authorities, it ought to be a swell event for non-close-winded packets that have been starving for slacked sheets ever since 1923. Otherwise, the mechanical yawls and cutters will get the breaks as usual.

\+ + +

Tidewater Steeplechase

Only inboard-motored hydroplanes will be permitted in the "Judge" Emil Auerbach Trophy race around Absecon Island, scheduled for May 30th, and the pace for this 22.6-mile tidewater steeplechase promises to be furious and fast. Two years ago, when conditions were good, the race was won in 24 minutes and 47 seconds. It would be fun (for spectators at least) to see the m's.p.h. brought above 60 this Decoration Day, and if they are there will be plenty to watch on the turns, in the shallows, and under the bridges where the headroom at high tide is four feet and less.

(Continued on page 117)

CALENDAR

Sail

May 4–5 — Semiannual Intercollegiate Dinghy Championships, Morss Memorial Trophy, M.I.T. Nautical Association, Cambridge, Mass.
May 4–5 — Roosevelt Trophy Regatta, dinghies. Essex Y.C., Essex, Conn.
May 11 — Intercollegiate Dinghy Races, Brown Y.C., Providence, R. I.
May 12 — Ninth Semiannual Open Intercollegiate Regatta for Boston Dinghy Club's Challenge Cup, M.I.T. Nautical Association, Cambridge, Mass.
May 25–26 — Intercollegiate Y.R.A., Midshipmen's Boat Club, Annapolis, Md.
May 30 — Casey Cup Race, auxiliaries, New Bedford Y.C., New Bedford, Mass.
May 31–June 1 — Spring Cruise, Off Soundings Club, New London, Conn.
June 9 — One-design Classes, 26-mile race, Horseshoe Harbor Y.C., Larchmont, N. Y.
June 15 — Tenth Annual Stratford Shoal Race, Riverside Y.C., Riverside, Conn.
June 15 — Whaler's Race, New Bedford Y.C., New Bedford, Mass.
June 15 — Cape May Invitation Race, New York Y.C.
June 15 — Annual Michigan City Race, Jackson Park Y.C., Chicago, Ill.
June 18–21 — Indian Harbor Y.C. Cruise, Greenwich-New London, Conn.
June 19 — Rye-New London Race, American Y.C., Rye, N. Y.
June 21 — Yale-Harvard Boat Races (Rowing), New London, Conn.
June 22 — New London-Marblehead Race, Eastern Y.C.
June 22 — Mills Trophy Race, Toledo Y.C., Toledo, Ohio.
June 22 — Cruising Club of America Rendezvous, Block Island.
June 22–23 — Roberts Trophy Race, Cleveland Yachting Club, Rocky River, O.
June 22–24 — Eliminations, Intercollegiate Y.R.A., Long Island Sound. (Tentative.)
June 24 — Cruising Club of America, Long Distance Race, Block Island — Mt. Desert — Gloucester.
June 27–29 — Intercollegiate Y.R.A. Finals, Vineyard Haven, Mass. (Tentative.)
June 29 — Commodore's Trophy Race, Middletown Y.C., Middletown, Conn.
June 29–30 — Potapskut Sailing Association Regatta, Wall Cove, Md.
June 30 — Races for Sandy Hook and Scotland Lightship Trophies, Princess Bay Y.C., Princess Bay, N. Y.
July 4 — Virginia Cruising Cup Race, Gibson Island-Old Point Comfort, Hampton Y.C.
July 4 — Inaugural Regatta, Brooklyn Corinthian Y.C., Gravesend Bay, N. Y.
July 4–7 — Thirteenth Annual Regatta, Hampton Y.C., Hampton, Va.
July 4–7 — Lake Michigan Yachting Association Regatta, Sheboygan Y.C., Sheboygan, Wis.
July 4–11 — Annual Cruise, Eastern Y.C., Marblehead-Kittery-Boothbay Harbor-North Haven-Northeast Harbor-Islesboro-Rockland.
July 5 — First Lake Champlain Long Distance Race, Malletts Bay Boat Club, Burlington, Vt.
July 6 — Lake Macatawa-Chicago Race for Geo. O. Clinch and Col. Robert E. Morse Trophies, Chicago Y.C.
July 6–7 — Annual Regatta, Sturgeon Bay, Wis.
July 8–12 — Great Lakes Junior Championships and Sears Bowl Eliminations, Sheridan Shore Y.C., Wilmette, Ill.
July 12–13 — C.B.Y.R.A. Regatta, Cambridge Y.C., Cambridge, Md.
July 12–20 — Annual Cruise Boston Y.C., Marblehead-Bucks Harbor, Maine.
July 13 — Race for Fire Island Trophy for Auxiliaries, Richmond County Y.C., Great Kills, N. Y.
July 13–14 — Lightning Class Championships, Central New York Fleet, Delta Y.C., Rome, N. Y.
July 13–14 — Annual Regatta, M & M Y.C., Menominee, Mich.
July 13–14 — Annual Long Distance Snipe Race, Cedar Point Y.C., Westport, Conn.
July 20 — Chicago-Mackinac Race, Chicago Y.C.
July 20–21 — Midsummer Regatta, Escanaba Y.C., Escanaba, Mich.
July 22 — Freeman Cup Race, Rochester-Sodus Bay, Rochester Y.C., N. Y.
July 22–24 — Roosevelt Bowl, 30-Square-Metres, Beverly Y.C., Marion, Mass.
July 25–27 — Lake Y.R.A. Regatta, Sodus Bay, N. Y.
July 26–28 — Seventeenth Annual Regatta, Edgartown Y.C., Edgartown, Mass.
July 27 — Annual 100-Mile Race, M & M Y.C., Menominee, Mich.
July 28 — Race Around Martha's Vineyard, Edgartown Y.C., Edgartown, Mass.
July 28–29 — Lindsay Cup Finals, Vineyard Haven Y.C., Vineyard Haven, Mass.
July 28–August 1 — Quincy Bay Race Week — Wollaston Y.C., First Two Days; Squantum Y.C., Second Two Days; Quincy Y.C., Last Day.
July 28–August 3 — Race Week, Sheridan Shore Y.C., Wilmette, Ill.
August 1–3 — Miles River Y.C. Regatta, St. Michaels, Md.
August 2–4 — Michigan Championships, National One-Design Class, Michigan City Y.C., Michigan City, Ind.
August 3 — Regatta and Green Bay Seagull Championships, Ephraim, Wis.
August 3–10 — Marblehead Race Week, Marblehead, Mass.
August 3–11 — Annual Regatta, Southern California Y.A.
August 4 — Races for Sandy Hook and Scotland Lightship Trophies, Richmond County Y.C., Great Kills, N. Y.
August 4 — Annual Regatta, Handicap Class, Long Island Sound.
August 5–8 — Annual Inter-Lake Regatta, Put-in-Bay, O.
August 7–10 — Eastern Yachting Circuit, Lake Y.R.A. Prinyer's Cove — Picton — Kingston, Ontario.
August 8–11 — Annual Cruise, American Y.C., Rye, N. Y.
August 9–10 — Tred Avon Y.C. and Chesapeake Bay Y.R.A. Regatta, Oxford, Md.
August 10 — Annual Regatta, Nantucket Y.C., Nantucket, Mass.
August 11 — Lightships Race, Nantucket Y.C., Nantucket, Mass.
August 11–21 — New York Y.C. Annual Cruise, New London-Block Island-Newport-Mattapoisett-Wings Neck-Provincetown-Marblehead-Gloucester.
August 12–14 — Races for Quincy Cup, Hingham Y.C., Hingham, Mass.
August 12–15 — Sound Junior Championships, Knickerbocker Y.C., Port Washington, L. I.
August 13 — Astor Cup Race, Newport, New York Y.C.
August 14–15 — Southern Massachusetts Y.R.A. Junior Championships (Cumming Cup), Vineyard Haven, Mass.
August 15 — Annual Regatta, New York Y.C., Buzzards Bay.
August 17 — George Orr Memorial Regatta, Sheridan Shore Y.C., Wilmette, Ill.
August 17 — Annual C.B.Y.R.A. Rendezvous, Annapolis, Md.
August 17 — Cornfield Lightship and Stratford Shoal Races, City Island Y.C., City Island, N. Y.
August 17–18 — Annual Regatta, Annapolis Y.C., Annapolis, Md.
August 19–23 — Annual Regatta, Inland Lakes Y.A., Mendota Y.C., Madison, Wis.
August 20 — King's Cup Race, New York Y.C., Marblehead, Mass.
August 20–22 — Race Week, New Bedford Y.C., New Bedford, Mass.
August 22–24 — Barthel Trophy Race, Milwaukee Y.C., Milwaukee, Wis.
August 22–24 — Central New York Y.R.A. Regatta, Ithaca, N. Y.
August 24 — Second Overnight Race, Huntington Y.C., Huntington, N. Y.
August 24 — Monhegan Island Race, Portland Y.C., Portland, Maine.
August 25 — "Chicago Daily News" Regatta, Lake Michigan Yachting Association, Chicago.
August 28–30 — National Championships, Lightning Class, Riverside Y.C., Riverside, Conn.
August 30 — The Vineyard Race, Stamford Y.C., Stamford, Conn.
August 31 — Stratford Shoals Overnight Race, Seawanhaka-Corinthian Y.C., Oyster Bay, N. Y.
August 31–September 2 — Triangular Race, Chicago-St. Joseph-Michigan City, Columbia, Chicago and Jackson Park Y.C.'s, Chicago.
September 4–6 — National Women's Championships, Mrs. Charles Francis Adams Trophy, American Y.C., Rye, N. Y.
September 5–7 — National Comet Championships, Huntington Crescent Club, Huntington, L. I.
September 5–7 — Richardson Cup Race for R Class Championships, Rochester, N. Y.
September 7–8 — Lutz Trophy Series, Class Q, Jackson Park Y.C., Chicago.
October 11 — Stratford Shoals Race, New Rochelle Y.C., N. Y.
November 9–11 — Fall Regatta and Roosevelt Dinghy Trophy Races, Essex Y.C., Essex, Conn.

Long Island Sound Events

May — 19, Horseshoe Harbor; 25, American; 26, Horseshoe Harbor; 30, Harlem.
June — 1–2, Larchmont; 8, Manhasset; 9, Horseshoe Harbor; 15, Seawanhaka Corinthian; 16, Manhasset; 22, Knickerbocker; 23, Shore Acres; 29, New Rochelle; 30, Horseshoe Harbor.
July — 3, American; 4, Larchmont; 5–7, Indian Harbor; 13–20, Larchmont Race Week; 21, Manhasset; 27, Stamford; 28, New Rochelle.
August — 1 (Junior Regatta), Port Washington; 3, Riverside; 4, Orienta; 5–7 (Juniors), Indian Harbor; 10, Port Washington; 11, Manhasset; 12–15 (Sound Junior Championships), Knickerbocker; 17–18, Huguenot; 19 (Sound Midget Championships), Knickerbocker; 24, New York Athletic; 25, Echo Bay; 31, Seawanhaka.
September — 1–2, Larchmont; 7–8, Manhasset; 14, Indian Harbor; 15, Echo Bay; 21–22, Horseshoe Harbor; 28, Echo Bay; 29, Horseshoe Harbor.

Star Class

June 22–26 — Noroton Race Week for the John Taylor Arms Trophy, Noroton, Conn.
July 5–7 — Santa Barbara Lipton Series, Santa Barbara, Calif.
July 13–14 — South Shore Star Boat Regatta, Milwaukee, Wis.
July 20–21 — Regatta and Miller Series, Gibson Island Y.S., Md.
July 26–28 — Pacific Coast Championship.
August 2–3 — Miles River Yacht Club Regatta, Chesapeake Bay, John Charles Thomas Trophy.
August 4 — Shrewsbury Cup Race, Richmond County Yacht Club, Great Kills, Staten Island.
August 6–10 — Commodore Corry Series, Great South Bay.
August 9–11 — Chesapeake Lipton and J. Graham Johnson Memorial Trophy Series, Chesapeake Bay and Tred Avon Yacht Clubs, Oxford, Maryland.
August 11–14 — Great Lakes Championship, Gull Lake, Kalamazoo, Mich.
August 15–17 — Twelfth District Championship, Rochester, N. Y.
August 18–24 — World Championship Series, San Diego, Calif.
August 19–23 — Atlantic Coast Championships, Western Long Island Sound, New Rochelle Y.C.
August 31–September 2 — Twelfth Annual Jersey Coast Challenge Series, Barnegat Bay, Seaside Park, N. J.

Power

May 12 — Albany-New York Marathon, Middle Atlantic Outboard Association.
May 30 — "Judge" Emil Auerbach Memorial Trophy Race Around Absecon Island, Atlantic City, N. J.
June 9 — New Jersey Outboard Championships, Majestic Y.C., Hackensack River, Carlstadt, N. J.
June 30 — Scotland Lightship Race, Cruisers, Princess Bay Y.C., Princess Bay, N. Y.
July 5–7 — Thirteenth Annual Regatta, Hampton Y.C., Hampton, Va.
July 13 — A.P.B.A. Regatta, Cambridge Y.C., Cambridge, Md.
July 13 — Block Island Race, Cruisers, New York A.C., Travers Island, Pelham Manor, N. Y.
July 21 — Captain Billop Race, Princess Bay Y.C., Princess Bay, N. Y.
August 2–3 — Miles River Y.C., St. Michaels, Md.
August 17–18 — Gold Cup Race, Northport, L. I., Indian Harbor Y.C.
August 24–25 — National Sweepstakes Regatta, Red Bank, N. J.
September 6–7 — Eastern Division Outboard Championships, Philadelphia.
September 14–16 — National Outboard Championships, Lake Quinsigamond, Worcester, Mass.
September 20–22 — President's Cup Regatta, Washington, D. C.

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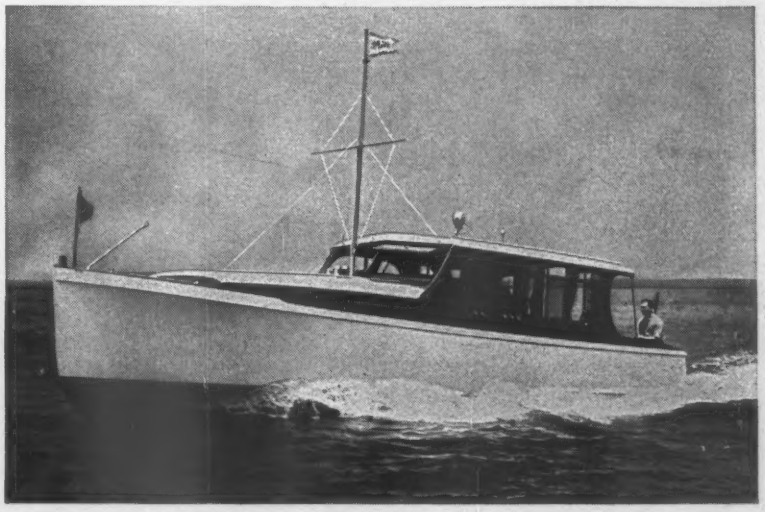

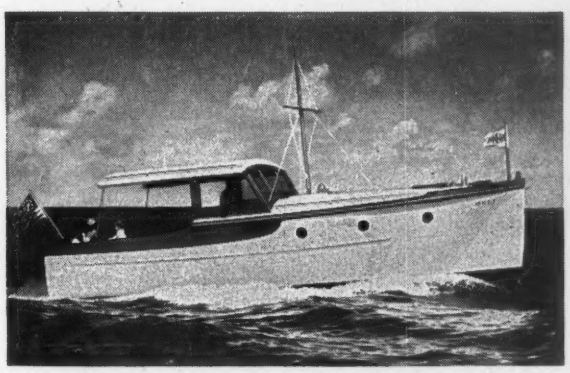

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IN THE WIND

▶ The quiz craze still tops the let's-play-games dementia of our best people these days and I assume it all started with that embarrassing what-is-your-I.Q. era in which so many apparently intelligent folk discovered they were less than moronic and have never been heard of since. . . . The Cruising Club and the Corinthians have sponsored a nautical "Information Please" in emulation of that astonishingly literate program on the normally vacuous air, and the yachting pundits have been having a gleeful time. . . . The New York *Herald Tribune* holds a sports quiz, this season won by Robert Kade Mardfin. . . . I am told that Mr. Mardfin took all but one hurdle rather easily in the course of his championship gallop. . . . Question No. 8 concerned yachting, it seems, and Mr. Mardfin is no sailor. . . . "But," the newspaper account of the affair relates, "with the aid of the dictionary he figured the thing out well enough to get eight points of a possible ten. This was in spite of the rigid marking of William H. Taylor, *Herald Tribune* yachting authority." . . .

My guess is that it was in spite of the dictionary and with the aid of Mr. Taylor, the old softy. . . .

Oh, it's rather academic
Yes, it is,
When a dictionary sailor wins a quiz.
He had to either fail or
Get a passing mark from Taylor
Who is nautically rated
As a wiz.

▶ John A. Rockett of Rockville Center, Long Island, calls my attention to an excerpt from a story on the restoration of the old whaler *Charles W. Morgan*, which relates:

"She was built of live oak at the New Bedford shipyards of Jethro and Zachariah Hillman in 1841. Originally a square-rigger, she was converted into a bark in 1869." . . .

Which is slightly disconcerting to Mr. Rockett who feels that a bark is still a square-rigger. . . .

▶ In the affluent days of commuting steam yachts, built for the Wall Street tycoons, an imperious owner would straightway fire an engineer who couldn't get him to some point in Westchester or Long Island on time for a date which was often, no doubt, with a brandy-and-soda. . . .

Those sleek torpedo boat hulls used to slither through Hell Gate as if the divvil himself were after 'em. . . .

▶ There is a story abroad to the effect that William McFee was born at sea aboard his father's sailing ship, *Erin's Isle*. . . . Preposterous, my masters! . . . Nobody who has read McFee can conceive of his having been born anywhere else than in an engine room. . . .

▶ "Clipper ships were so called because they cropped the average time of other sailing vessels on voyages between ports," writes C.D.L., of Lexington, Kentucky. . . . Not accordin' to Webster's, Cunnel, but it's a cute theory, suh. . . .

▶ I hear there's a new kind of tinned milk about to be marketed which is supposed to have an especial appeal to the yachtsman because it doesn't sour or curdle under any conditions and, if stored in a cool place after being opened, retains its pristine state for a week or more. Besides, its taste is said to be indistinguishable from that of the fresh article. . . . Of course, what the world seems to need most at this point is something that used to be called, quaintly, the milk of human kindness which has apparently dried up at its source. . . .

▶ "I was in a swanky New York store the other day, buying a radio receiver for the yawl," writes George Baekeland, of Southport, Conn., "and I noticed a yachtsman with whom I have a nodding acquaintance. . . . He was wandering around with the manner and expression we get before Christmas when we have to purchase a gift for someone and haven't the ghost of an idea what it should be. . . . This chap looked up, saw me and said: 'Hello; tomorrow is my wife's birthday and I'm trying to find her a birthday present for the boat'." . . .

▶ Mrs. Emilie Louise Henriette Singer, of Monte Carlo, renounced her legacy to her late husband's $350,000 yacht *Xarifa* and receives instead the sum of $125,000 outright. . . . The executors are trying to sell the yacht (reported at present stuck on a mud flat off the English coast) to the British government. . . .

The widow lady is wise. *Xarifa*, a relic of the days when yachting mostly meant floating around in a small edition of a luxury liner, is over 200′ over all, 166′ on the line, with a beam of 31′ and a draft of 13′. . . . It's been difficult lately to *give* a steam yacht away. . . .

▶ Maurie Frank, of New York, sends me a clipping depicting a new and somewhat screwy design which Earl R. McClary recently built at Long Beach, Cal. He calls the odd craft a needle boat. A couple of sharp hulls form pontoons connected by a bridge cabin which can accommodate twenty passengers. Each hull is powered with a 100 hp. motor. . . . Not a bad looking craft from her picture and a decided improvement on the contraption which Cap'n Bill Salsten hoped was going to sail him alone around the world. . . .

▶ That estimable institution, the Marine Museum of the City of New York, has brought together in its collection the figure-

heads of *Old Ironsides*, including a facsimile of the "Hercules" which was shot away in Tripoli, the "Neptune" which replaced it and the "Andrew Jackson," an effigy that so outraged Boston men that Cap'n Samuel W. Dewey pulled out to the anchored and heavily guarded frigate one night and managed to saw off its head which he afterward surrendered to the Navy Department. . . .

▶ With a quart of fine New England rum dripping down her nose, *Caribee*, third of William A. Robinson's recreations of vessels of a bygone era, slid down the ways at his Ipswich, Mass., shipyard. . . . She's a 92-foot topsail schooner and was built for Ernest N. May of Wilmington, Delaware. . . .

▶ The Editor of "Starlights" observes plaintively: "It doesn't seem too unreasonable to your editor to expect to get last summer's race results before the following April." . . .

▶ Those hardy Nova Scotians who survived a fortnight's drifting on the wild Western Ocean aboard their waterlogged schooner *Chisholm* (kept afloat by her lumber cargo), were in a peculiarly exasperating plight. They couldn't get at provisions below until they'd hacked a hole in the deck. Then they fished into the depths with a boathook and, after three days without a drink (of water), managed to dislodge a cask which floated up. Next they salvaged a bag of potatoes and contrived to build a fire atop the after deckhouse and roast them. Finally, their patient groping in the hold rewarded them with a chunk of salt horse. . . . Simple fare, at best — and when consumed under such circumstances enough to make the stoutest stomach rebel. . . .

▶ Splicing the main brace often leads to bowsing up the jib. . . .

▶ Larry Noyes, who is somehow or other always in touch with Ted Kilkenny, the big junk man of Hong Kong, tells me that Ted is at the moment cruising around the Celebes in one of those things. . . .

TELLTALE

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HAULING TRAWL ON THE BANKS

From a Painting by James Verrier

YACHTING

Volume LXVII MAY + 1940 Number V

The basin of the Southern Yacht Club on Lake Pontchartrain is known locally as "The Pen"

SALT ON THE "PUNKIN"

By

M. P. WAMBOLDT

AFTER bringing *Punkin* down the Mississippi from Chicago to New Orleans, negotiating a good deal of the distance alone, I found myself with increased respect for the ability required for single-handed cruising in a 38-foot boat. Furthermore, an honest appraisal left me in some doubt as to whether I had what it takes. Ten hours a day at the wheel, plus cooking, plus washing dishes, plus sporadic and moody attempts at cleaning brightwork, topsides, etc. — well, I was in a receptive frame of mind when Duke hailed me:

NOTE. *Early last April, "Punkin" left Chicago on the heels of a snowstorm, with the thermometer at 20°F, bound south. She passed through the Drainage Canal, the Illinois River and down the Mississippi to New Orleans, just ahead of the crest of a flood stage. At Vicksburg, the author's companion had to leave and Mr. Wamboldt took her the rest of the way single-handed. His account of the voyage was published in the October, 1939, issue of* YACHTING.

"Can I come aboard?" I looked up to see who had hailed me.

"Sure, come ahead," I answered.

He swung himself down into the cockpit with the graceful ease of a man who knows boats and stood for a moment while he sized up *Punkin* and her owner. I got the distinct impression that we both barely passed muster but Duke contented himself with a desultory compliment or two and then got down to business. He had, he said, brought his own 18-foot *Duchess* down from Chicago but was running short of cash and wanted to tie up with "a sportsman who likes cruising and fishing." That sounded expensive to me but I told him I was headed for the Intracoastal Waterway to Florida and then up to New York. From there I was going home by way of Canada.

Duke looked wistful and settled back. He stated that he had never seen the Trent Waterway and mentioned a figure for his services on the rest of the trip that sounded good to me. I was hesitating when he threw back a mahogany

colored arm and rested it on the back of the cockpit seat. I stared at his arm, fascinated. Then I pulled myself together, spat to loo'ard in my saltiest manner and told him that he was hired.

He must be good, I thought. Hell — he's tattooed, isn't he? It seemed a convincing argument.

We sailed out of the Southern Yacht Club "boat pen" about five o'clock in the morning, headed at last for salt water, and set our course NNE for the South Draw in the railroad bridge. Later, we held up a couple of points for the North Draw where the charts showed better water even though Duke assured me we could get through the other draw without difficulty. The weather was calm, with a slight haze and Lake Pontchartrain, about which I had heard many hair-raising tales, was on its best behavior.

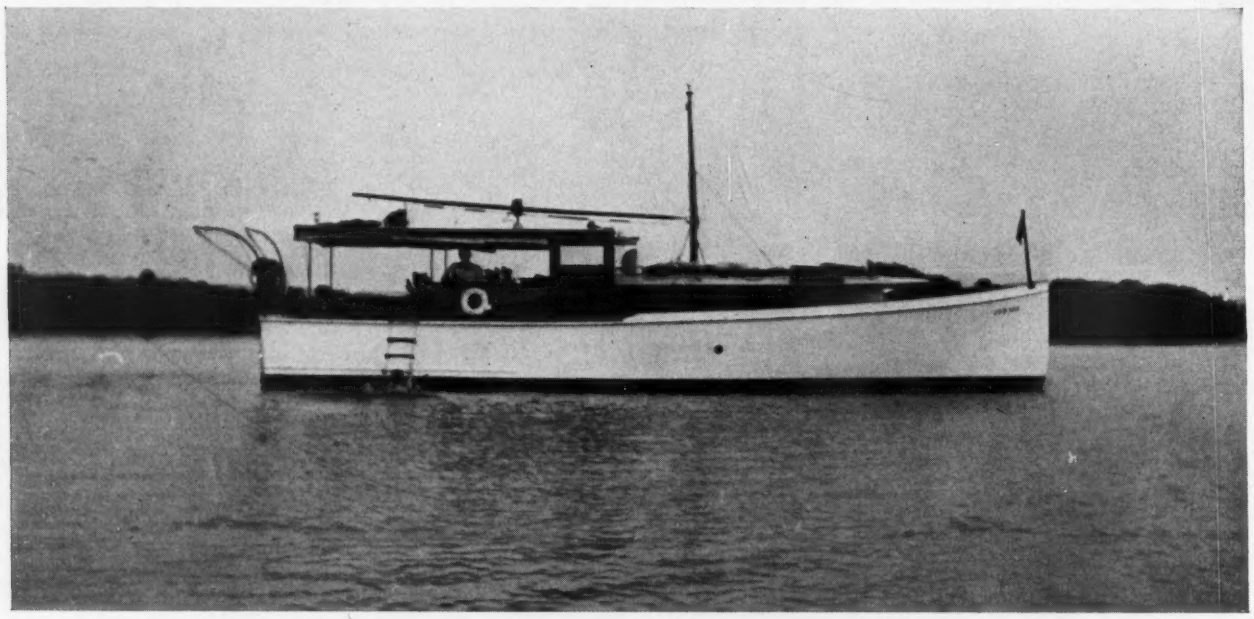
All went well until we had passed through the draw and then we were boarded by such swarms of mosquitoes and other nameless (except for profanity) insects, that our unscreened cockpit was made completely untenable. I beat a retreat to the bow where the slight breeze kept them away. Later, I relieved Duke at the wheel and found that, by standing on the covering board and steering with my foot, I could keep fairly comfortable. This was the plan we followed on the run through the well-marked channel of the Rigolets.

A light southwesterly off Lake Borgne helped remove a few of the insects and, by the time we cleared Grant's Pass, we were able to spray out the boat so as to make the cockpit livable again. We headed more easterly out of Lake Borgne and picked up the light on Merrill Coquille Reef and then Merrill Shell Bank on the southern end of "Tail of the Square Handkerchief" reef which lies just south of Bay St. Louis. The breeze kept freshening and, by the time we had Cat Island abeam, Mississippi Sound was kicking up a happy chop. The going got pretty sloppy so we tacked down wind until we could make the turn into Biloxi with the wind and sea almost dead astern.

We got out bright and early — well, early anyway — at 5:00 a.m., to make the long run to Pensacola. Since there was a rather severe swell running, we laid a course for the end of Ship Island and did most of our running pretty well in the lee of the islands. It is hard to imagine a more perfect "yachtsman's paradise" than this stretch of the Louisiana-Mississippi-Florida coast. Miles and miles of sheltered and semi-sheltered waters, with many navigable passes into the Gulf of Mexico on one hand and, on the other, literally hundreds of fascinating bayous, creeks, bays and rivers which cry aloud to be explored. Shortly after making this run, I had occasion to fly over the same ground and have firmly made up my mind that the country lying between the Texas border on the west and Apalachicola, Fla., on the east, is going to receive my full and undivided attention at an early date. This is, without any question, the finest cruising ground within the borders of the United States and one of the finest to be found anywhere.

We made the run to Pas Aux Herons, which leads from Mississippi Sound into Mobile Bay, without incident except that I saw my first porpoises and spent vain hours trying to get a picture of one. Running through Pas Aux Herons, we snagged a Spanish mackerel on our trolling line and I proudly hauled it in while Duke recorded the incident for posterity. Duke got a pretty good picture but I did not get the fish. One second after the picture was snapped, the fish casually jumped off the hook and swam home to warn his great grandchildren. I had forgotten about the hard, bony mouths of the mackerel tribe.

Mobile Bay can be nasty and a threatening sky made us push across to the Bon Secours River without wasting time. The entrance into this river is tricky and many boats run aground but I'm lucky and Duke is both skillful and lucky, so we had no trouble. We pushed steadily eastward through the dredged cut into Wolf and Perdido Bays, which look for all the world like the lakes of Northern Wisconsin. They seem completely landlocked and have the same low, pine-clad banks with their implied invitation to make a few casts for muskies. When a porpoise blew just a few feet away, it looked startlingly out of place.



While "Punkin" lies peacefully at anchor, skipper and crew go overboard for a swim. "Punkin" is a Matthews "38" and is powered with a Chrysler Crown engine

Caution should be exercised in approaching bridges and ferries on this waterway. The bridges may be anything from a floating barge, which is swung to one side as a boat approaches, to a shiny, modern bascule type. Practically all have one thing in common, however, in that they are hand operated and open slowly, so it is wise not to go booming down on them too fast. The ferries, in some instances, are even more dangerous. Most of them are cable-operated and, when not actually being used, are supposed to drop their steel cables to the bottom. In actual practice, due to the small amount of water traffic, the cables are frequently left stretched just a few feet above water. When visibility is

The skipper getting acquainted with Bill, the tame pelican at Sarasota

This "line squall" cloud formation, with its hard lower edge, was seen in Florida. Right, a typical Intracoastal Waterway marker and, below, one used where there is a chance of the boatman losing his way

poor, these cables are extremely difficult to see until you are right on them. There are not many of them — but it takes only one.

We headed southward out of Perdido Bay into Big Lagoon, which is separated from the Gulf by a strip of sand so narrow you could almost toss a pebble across it, and finally cleared the cut into Pensacola Bay at dusk. It grew dark rapidly and I mentally patted myself on the back as Duke did a nice piece of night navigating to land us at the local yacht club. I kept wondering how I'd have managed had I been alone and decided I'd have made it — if it hadn't been for the planes. There must have been thirty or forty of them — landing and taking off from all angles and on all sides of us. Pensacola is the main naval air training base and every time I saw a plane coming and remembered a student was at the controls, I ducked, though what good that did I will never know. I later asked one of the officers about the respective rights of boats and planes and he assured me the flyers had definite orders to give surface craft the right of way when possible. This still left me with a desire to duck.

I wanted to spend a little time with a naval friend and Duke had a few slight repairs to make so we didn't get out of Pensacola until late afternoon the next day. We ran down Pensacola Bay and then down Santa Rosa Sound to within about ten miles of Fort Walton, pulled out of the channel and tossed over the Northhill anchor. There was a fresh sou'easterly piling breakers on the strip of beach which separated us from the Gulf and we felt snug and supremely self-satisfied in our berth. Incidentally, this was the first time I had given any real test to the patent Northhill anchor for which I had paid a pretty good price. Old salts had shaken their grizzled locks and made dire predictions about a 20-pound anchor holding a 14-ton boat but, in this and many far worse anchorages, she held like a bulldog under any and all conditions. At a later date, we had occasion to anchor just inside the mouth of the Smyrna River, off Delaware Bay and, even though we sailed around our hook all night, she never budged. And what a joy that light weight is when the man at the wheel yells: "Weigh anchor!"

The run on through the Intracoastal Waterway to Apalachicola was quite beautiful and interesting. We hauled out for painting and to install the Monel shaft and rubber stern bearing at Panama City, Florida. The haul-out charge was ten cents a foot, compared with about one dollar a foot in Chicago. We spent some time at the charming and friendly St. Andrews Bay Yacht Club, in the same city, and finally reached Apalachicola, where we had to "come out in the open, like a man" for the 140-mile hop to Tarpon Springs. This is the only real open water hop between Corpus Christi, Texas, and Manasquan, N. J., and even this can be broken by ducking into Cedar Keys if you like. However, I get real jitters when I get offshore in a power boat, so I decided to hop straight across and get it over. Anyway, Cedar Keys is tough to get into in bad weather and that's the only time I'd really want to get in.

Apalachicola seemed rather depressing and sordid, so we stayed just long enough to refuel and stock up with provisions. Then we headed down through the bay and east for St. George's Sound and East Pass. In the complications of ordering charts for the entire 8000-mile cruise, this was one spot I had missed. However, despite a rather tricky channel, we got along without trouble although wondering what the weather would be like on our all night run. We made the sea buoy off Dog Island at 1:27 p.m. and my stomach turned

(Continued on page 106)

A group of the Longhorns, one-design racing boats, being rigged up preparatory to a contest. Right, the clubhouse of the Fort Worth Boat Club as seen from the lake

INLAND SAILING IN THE SOUTHWEST

Man-Made Lakes Provide New Sailing Grounds and Interest Increases Rapidly

By MEL JAQUIER

YOU may be inclined to agree with a yachtsman of my acquaintance who sails down at Marblehead, when he opened our friendly chat on sailing recently with the remark, in a Harvard accent, "Sail boats in Oklahoma? How amusing."

However, to the fellows who sat around the big fireplace at the Oklahoma City Yacht Club last winter, and who are now breaking in their new sails and tuning up their boats for another season, the idea of sail boats in Oklahoma is a matter of importance.

The many large lakes which have been "built" in the Southwest for storage of water for its cities and for flood control, have provided new horizons for the increasingly popular small sail boat. Because the rivers of the Southwest for the most part resemble wide highways of dry sand, carrying sufficient water only at certain times of the year, a great many towns and all of its cities have reservoirs, large man-made lakes in which can be stored enough water to take care of their needs for possibly two or three years. These lakes are filled by the rivers during the few times of the year when they are carrying large volumes of water.

Because these lakes were "built" close to metropolitan areas, it was natural that they should become excellent recreational centers for parks and for boating. Consequently, the shores of many are graced by beautiful summer homes and utilized by two or three boat clubs.

Beside motor boat clubs and other boat clubs, there are now seven well established clubs in Oklahoma and Northern Texas which were organized for the enjoyment and promotion of racing in small sail boats. The seven clubs are: The Lake Worth Sailing Club, on Lake Worth, at Fort Worth, Texas; the Fort Worth Boat Club, on Eagle Mountain Lake, Fort Worth; the Dallas Sailing Club, on White Rock Lake, Dallas, Texas; the Denton Sailing Club, Denton, Texas; the Wichita Falls Sailing Club, Wichita Falls, Texas; the Oklahoma City Yacht Club, on Lake Overholser; and the Sequoyah Yacht Club, of Tulsa, on Lake Sequoyah.

The Lake Worth Sailing Club, organized in 1936 by fifteen charter members with eight boats, has grown to a membership of 30 with a fleet of 20 boats. The club has bought and paid for its house and docks on Lake Worth, and has become one of the most active groups at regattas and in other interclub racing.

The Fort Worth Boat Club deserves considerable comment because it probably compares favorably, in every respect, with any small yacht club in the country. Originally organized on Lake Worth in 1930, it built its present clubhouse and docks on Eagle Mountain Lake in 1934. The membership, which had reached 60, was increased at that time to 160. The docks and breakwater at the new location were completely built on dry land to the predetermined water level and the lake filled in around them. The house is one which any club would be proud to own. Its facilities include men's and women's locker rooms with showers, a large living room, dining service the year round, a bar, and some sleeping accommodations. Apart from the house, there is a five-room guest house. The docks are ample and well planned, and protected slips are provided for small sail boats. Last year, a workshop, 40 feet long and 25 feet wide, with marine railway, was added. This will be used for maintenance of the club fleet.

Photos by C. L. Renaud

Three of the Longhorns stepping along in a nice sailing breeze on Eagle Mountain Lake, Fort Worth

The club owns a fleet of ten boats called Longhorns. They are 21 feet in length over all, of V-bottom construction, with fin keels and Marconi sloop rig. In club races, they are sailed by a skipper and crew of two. Last year, the club held 58 Longhorn races. With ten in the fleet, that would make 580 possible starters in competition. Actually, there were 529, which is a 91 per cent participation. High point Class A skipper for last year was Ray Wyatt. "Skid" Holton and "Tidewater" Evans-Lombe were top skippers in the B and C classes, respectively. In addition to the club-owned boats, the fleet includes sixteen other sail boats, thirteen power cruisers and seven runabouts.

The Dallas Sailing Club was organized in 1930 on White Rock Lake. Some of the first Snipe Class boats in the country were built by members of the club and they were given the first fleet charter. The club has grown steadily until now it has over 50 sail boats in its fleet which is composed of Snipes, Stars, Mallards, Sea Gulls, Inland Lake Scows, Barnegat Sneak Boxes and other types. The club has always been one of the most prominent in sponsoring interclub racing and has produced many "salty" skippers. It has had the misfortune of having its house burn twice but it now has a modern clubhouse and good dock facilities. Its annual Southwestern Regatta in July is much looked forward to by the other clubs.

The Denton Sailing Club was started at Denton, Texas, in 1933. From only eight charter members, the club's membership has increased to 40. There is a fleet of 25 sail boats. Last year, in addition to the regattas of the other clubs of the district, the club was represented at Clearwater, Florida; San Antonio, Texas; and Port Lavaca, Texas.

It took a marked success by one of its sailors to bring enthusiasm to the group which had been sailing on Lake Wichita. In the summer of 1934, Perry Bass, a student at Yale at the time, took his Snipe *Damp Ann* (which he had built himself) to White Rock Lake and swept the Southwestern Championship Series with three firsts. Nothing before or since has caused as much surprise and excitement in sailing circles. Because Perry was not from a sanctioned fleet, he was not eligible for competition in the Internationals. Bill Bracey, whom he had beaten three times in that series, sailing for the Dallas Sailing Club, later went East and won the Internationals on Long Island Sound.

Immediately after that regatta, the Wichita Falls Sailing Club was organized and became active in interclub racing. Bass has since shown that it was not luck that brought him success at White Rock Lake.

One of the three older clubs of the seven is the Oklahoma City Yacht Club. It was organized on Lake Overholser in 1930, much as the other clubs had been, by a small group of men, some of whom had had considerable sailing experience but with a liberal sprinkling of landlubbers who had read a book or rowed a boat.

First, a dock was built and, in 1932, when the membership had reached about 20, a clubhouse was constructed. The fleet has grown from a handful of odd craft to 35 sail boats, many of them from the best boat shops of the North and East. The club now has a membership of 62. Every week-end there is racing in three different classes: the Snipe Class, which has eleven boats; the 17 foot National One-Design Class, which

C. L. Renaud

Regatta day at the Fort Worth Boat Club, with the Longhorns at the pier and the club tender "Ranger" lying at the end of the float. The club has its quarters on Eagle Mountain Lake

has nine; and the 16-foot Scout Class, which has seven. The Scouts are a local class and are built by William Ribble, a local builder.

The present facilities of the club include an extensive dock, marine railway, tender dock and breakwater, a clubhouse and a yard for storage. For seven years, since the first interclub race with the Dallas Sailing Club, the club has actively promoted interclub racing and has been represented in regattas of the other clubs. In June, it is host for its own annual invitation regatta.

One of the youngest clubs, the Sequoyah Yacht Club of Tulsa, has won more than its share of honors in the regattas the last two years. The club was chartered in 1936 on Sequoyah Lake. It now has a membership of 60 and 35 sail boats in its fleet. Some of the classes represented in the fleet are Snipes, National One-Designs, Lightnings, Sun Rays and Goslings.

Two of the skippers, William Green and John Hayward, last year brought cups to the club from all over the South and West. Green placed high in regattas at Clearwater, Florida, Fort Worth, Dallas and Los Angeles. He won two races at the annual Buccaneer Day Races at Corpus Christi, Texas, and was high point skipper at the Oklahoma City Yacht Club's June regatta. Hayward took point honors in regattas at Corpus Christi, Texas, Ft. Worth, Oklahoma City, Dallas and Tulsa. In September, he won the Jones Trophy in an annual event at Gulfport, Miss. Green's boat *Nina Too* was built for him by Cleo Clifford, another member of the club.

There are now five annual regattas in which the seven clubs participate. One of these, the May Series of the Fort Worth Boat Club, also had crews from San Antonio, Texas, Houston, Texas and Gulfport, Miss. At that regatta last year, the Houston Yacht Club was victorious in the races sailed in the Longhorn Class.

Several of the clubs settle private feuds each year with home-and-home races with another club. Last year, in such an event, the Southern Yacht Club of New Orleans beat the Fort Worth Boat Club. The year before the result was reversed. The last two years, the Fort Worth Boat Club has defeated the Houston Yacht Club. Those races will be held again this season.

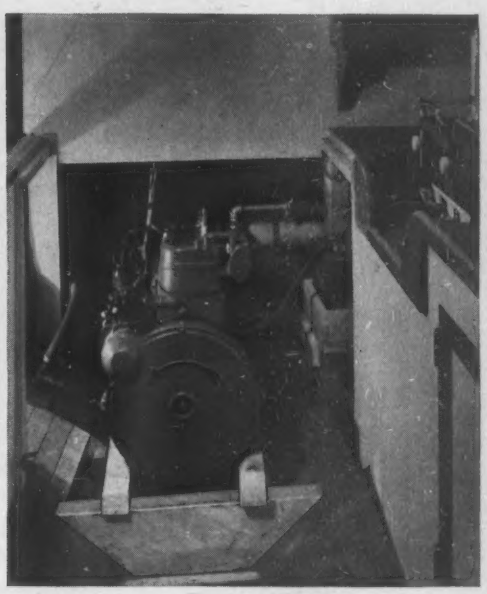
Since these clubs have become active, several new lakes have been built and will undoubtedly become the homes of new clubs and more sail boats. Ardmore, Oklahoma, has Lake Murray; although it is not completely filled, it is already several times the size of Oklahoma City's lake. There are a few sail boats and quite a number of motor boats on a new lake at Amarillo, Texas. The Grand River Dam, when finished, will form a body of water near Tulsa larger than any in the State.

By the time this is published, Oklahoma City will have voted on a new lake for a better water supply. If approved, it will be half again as large in area as Lake Overholser, the present reservoir, and will have three times the average depth. The Oklahoma City Yacht Club is making tentative plans to move to the new lake, if built, where it would be possible to have improved facilities and a much more advantageous place to sail. It is thought that the club membership, in such an event, would increase to about 150.

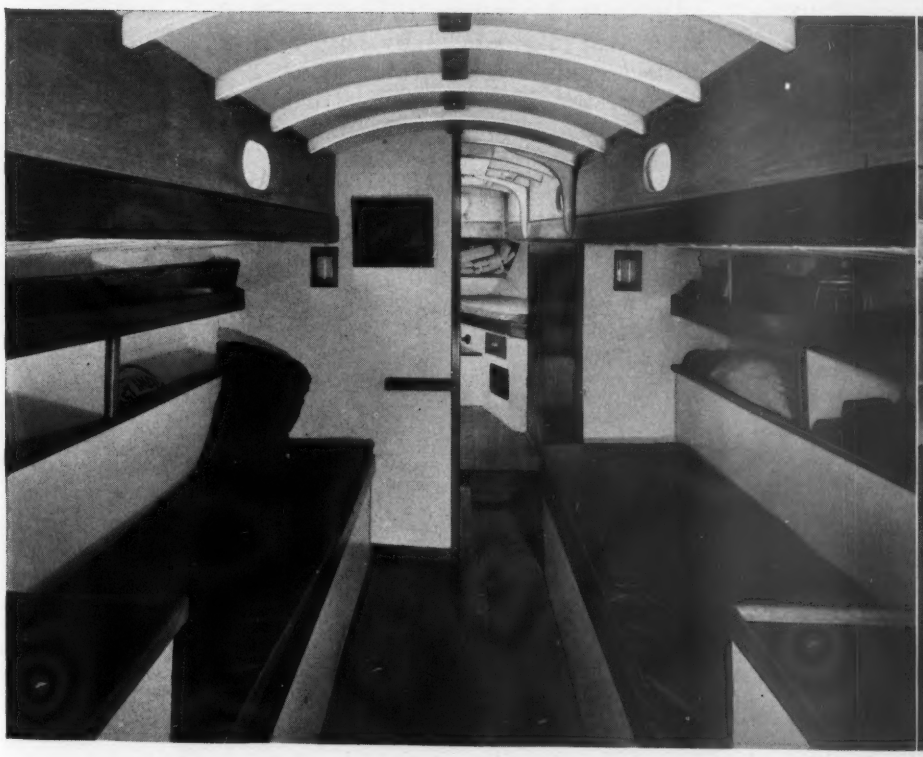
The many regattas and interclub races in the Southwest are occasions for good fellowship, as always when sportsmen get together. Keen competition, informal dances at the clubhouses, and lengthy "bull" sessions on boats and sailing make these events something to be anticipated with pleasure.

This cruising auxiliary was designed by Philip L. Rhodes, of Cox & Stevens, for the Coleman Boat Co., Inc. She is owned by Frederick M. Coleman and Robert Heard Hale, both of New York. "Bounty" is 38' 9" in length over all, 27' 6" water line, 9' 8" beam and 5' 8" draft of water.

Below is the 25 horse power Universal Utility Four and at the bottom may be seen the main cabin, looking forward, and the galley. Her plans were published in the October, '39, "Yachting."



"BOUNTY," A STOCK CRUISER



Rosenfeld

Photos by the Author

The "Bayan" on the beach for cleaning. Arab dhows have their bottoms payed with a mixture of camel fat and lime, which requires frequent removal. Note the sea-kindly model of this "boom"

ALI KNOWS THE WAY

By

ALAN VILLIERS

THERE must be, at a conservative estimate, something like 500 fair sized Arab dhows making deep water voyages annually. From the head of the Persian Gulf and from Oman and the Trucial Coast, and Batina and Sur and Seihut and those parts, they voyage down to India, to Karachi and the Baluchi coast, to the Gulf of Cutch, and Cananore, and to Bombay and Mangalore and as far down as Calicut; and round the whole of their own coasts from Basra, up the Shatt-el-Arab, right round to Jiddah in the Red Sea; and down Africa as far as Cape Delgado. Even the meanest of them thinks little of a 3,000-mile voyage; a cruise of nine months means nothing. Yet there isn't a decent sextant, there isn't any kind of a chronometer, and there is hardly a reliable compass amongst the whole lot. How do they do it? The reason is that they go a long way, on these annual voyages, but it is nearly all coasting.

I had not realized that when I shipped out in the old *boom Bayan* from Ma'alla on her Zanzibar voyage but I found out soon enough. I found out, indeed, lots of things. In six months aboard that vessel, we were, I think, out of sight of land less than six days; and we sailed from Arabia down to Tanganyika and back to the head of the Persian Gulf. Take a look at the atlas, at the maps of that part of the world, and you will see better how it is. From November until about the end of March, in the northern Indian Ocean from Arabia and the Malabar coast down to about 10° South, the wind is from the northeast. If you want to sail, say, from Aden or some place near there down to Mombasa, all you have to do is to beat out of the Gulf of Aden, turn to the right, and drift leisurely down the African coast with the wind behind you. And that is about all the Arabs do.

When you want to come home, why, there's the southwest monsoon to bring you. It is all most convenient. Allah is kind. Why navigate? Why bother with the intricacies of abstruse astronomical calculations, and the solution of intricate problems of spherical trigonometry? Why spend good money on chronometers and sextants? Why, indeed, do anything but set the sails and go? Visibility is good; the Benadir coast — in the main — is steep-to; ports are roadsteads easily made and easily left again. Outside the Red

Typical younger "nakhodas" in the Zanzibar trade. Left, Abdullah Kilawi; right, Ali Nejdi of the "Bayan"

Bowling along with a fresh breeze in the Indian Ocean. A jib is set to a temporary spar lashed to the stem and a fish line trails astern. Left, a quartermaster seated at the wheel of the "Bayan." Both wheel and binnacle came from a Bombay junk yard

Sea and the Arab side of the Persian Gulf (and a few other places like the maze between Zanzibar and Mafia islands and the Tanganyika coast), there are few reefs. The coasts and the harbors are well enough lit. Big dhows don't go into the Red Sea, if they can help it; that is left to the thousand-odd little coasting *sambuks* that ply from Mukalla and Aden to Hodeida and Massowa, Loheiya, Midi, Gizan, Kamaran, Jiddah and those parts, sailing only by day and anchoring behind some cay every night.

But I must confess that when I came aboard the noble *boom Bayan* for the first time and had a good look 'round, I was surprised to find no navigation instruments of any kind. There wasn't even a patent log nor as much as a common clock on board — no, not even a bell to mark the passing hours. I was to find later on that nobody gave a damn about the passing hours, since they didn't matter much, and the sun kept the time. The passage of the sun across the heavens marked the periods of the five daily prayers; meals were eaten when convenient or when the *nakhoda* — master to you — felt like it; and time didn't matter to anybody else. No logs were kept; no journals written up. Nobody ever knew even what day it was, unless we came into a port. There was no definite watch-keeping system. There were no lookout turns, no lights to look after, no nonsense like that. There wasn't any routine, beyond the occasional and entirely irregular relief of the quartermasters at the wheel. These were relieved for prayers and for their meals. There were three of them, and I never did discover exactly how they divided the 24 hours between them. Since they sat (and also sometimes dozed) at the wheel, even a six-hour turn was no hardship. But they were often the only men in the ship really awake: they were the lookouts, as well as the helmsmen; they were the leadsmen, too, on such few occasions as a lead was used.

Behind them, on a rough six feet of bench, Ali the *nakhoda* reclined his length, resting on a folded Persian carpet; and there he stayed, like a cat, always with half an eye on what was going on. If he had no calculated idea of where his ship was, he knew accurately enough where she ought to be and where she was going. And he got her there, too, and had been doing that for years. "Why should I navigate?" he asked me once, when we were talking of other ships and other ways. "I can see where I'm going and I know the way."

And he did, too; all Africa's east coast was like a street to him, and so was India's west coast, and the whole coast of his own Araby, and Baluchistan and Iran besides. He knew his way by night into any place in Africa, from Berbera 'round Ras Asir right down to Mikindani, and had been into all of them; he knew every reef between Bahrein and Kuweit (so he should, for he had been pearling there since he was seven years old, pearling every summer); he knew the Gulf of Cutch like the back of his hand; he could pilot the Euphrates as far as Baghdad.

But he couldn't work up a noon sight, didn't know even what latitude was, had never heard of as simple a thing as deviation. To him, the compass was true; he'd paid good money for it, hadn't he? In a junk yard in Bombay! Well, what you pay for ought to be all right and, according to him, that goes even for compasses. To him, that compass was always true, even when the carpenter dumped a bag of iron spikes beside it, and it was no use trying to get him to think otherwise. As a matter of fact, the compass was surprisingly accurate though I don't know why. It was an old one, bought from a junk yard in Bombay, dealing in goods and chattels from broken up steamers. From the same place, we had a capstan, which was rarely used; two davits for the gig; and some old charts. One of these, I noticed, was cor-

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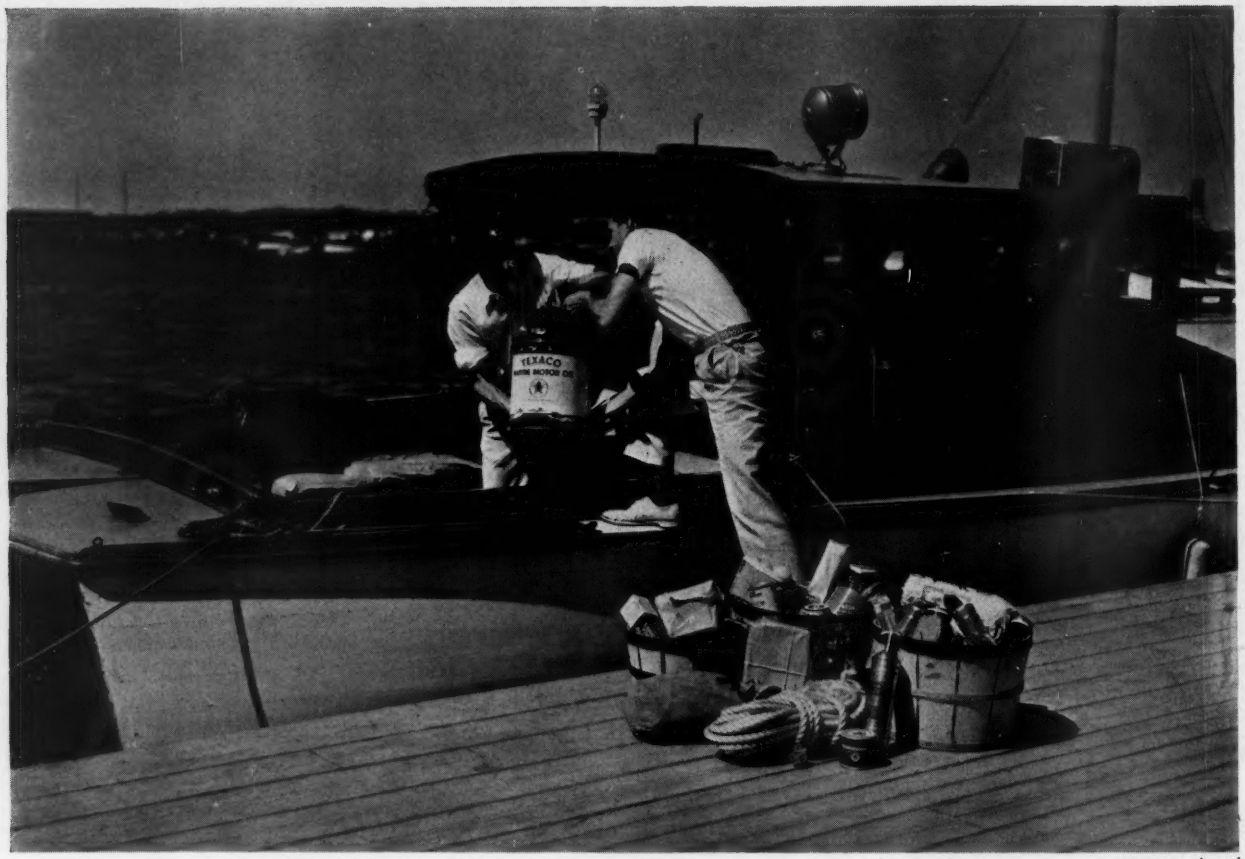


Levick

It's a good idea to have supplies come aboard in small batches, as shown here, as it simplifies stowing

THE CARE AND FEEDING OF YACHTSMEN

Any Lubber Can Dump a Can of Beans into a Saucepan, but Is That Cooking?

By FREDERIC M. GARDINER

OF ALL amateur cruising jobs the toughest, but often the most fun, is cooking. To handle that job successfully under all conditions, one must be a combination juggler, contortionist, accountant, dietitian, provisioner and diplomat, besides being able to cook. He must have the imagination of a poet, the patience of a research chemist and the stomach of a horse. In short, he must be more than a cook, he must be the Galley Commander, and I herewith dignify the position with that title.

The problems and difficulties of cooking on board ship are largely matters of degree. Cooking in a 35-foot cabin cruiser bears about the same relationship to cooking in the *Lyndonia*, as cooking in a one-room apartment would bear to cooking in the Waldorf-Astoria. Since an amateur Galley Commander will seldom have the opportunity to operate, as an amateur, in any but moderate size cruisers, the remarks and suggestions which follow may be taken to apply primarily to boats under 50 feet long.

The end and aim of the Galley Commander's job is to produce good meals. The beginning and the middle of the job is to see that he has the proper equipment and supplies to make that possible.

To begin at the beginning, stowage space in a small cruiser is always at a premium. That automatically limits the amount of equipment which can be carried with any degree of comfort. A great deal can be done, however, by intelligent selection of equipment and well planned arrangement of stowage space in the galley.

In this connection, a great many cruisers are planned to have table silver, dishes and glasses stowed in the galley. This is both unnecessary and clumsy. The galley is a workshop. Not only must fuel and cooking equipment be stowed there but it is the logical place for certain types of food, notably condiments and foods which should be kept particularly dry. The galley space, therefore, should be kept clear of everything else; silver, dishes and glassware can be stowed near by, to facilitate handling to and from the sink, either in a locker or in racks built for the purpose.

To be able to stow adequate equipment without straining stowage capacity, it is a good plan to have as many saucepans as possible fit inside of one another. Various clever arrangements of this sort have been developed and I confess that, when I find a galley cluttered up with a lot of any old pots and pans, my opinion of the owner suffers.

Nowadays, a great deal of "seagoing cooking" is done on two- or three-burner liquid-fuel stoves. This indicates that, with the ordinary circular saucepan or frying pan, you can cook only two or three lots of food at the same time. That is often inconvenient but it can be avoided. One way is to have "sectional" equipment. That is to say, equipment built in segments of a circle, usually semicircular or of three divisions, so that you can get two or three utensils on one burner. There is one detail which has to be watched, however, as the gratings over the burners on some galley stoves are raised

and are rather small. The consequence is that, when you use segmental equipment, the segments are apt to slip off the grate and tip, spilling the contents or, at least, departing from the heat of the flame. This can be avoided by equipping the stove with "pot holders," which come in various designs and clamp onto the rim of the stove, or by a metal ring of the same height as the burner-grate which is cut to fit outside the grate.

Another solution to the problem of multiple cooking, and one which I want particularly to emphasize, is the use of a "pressure-cooker" with several interior compartments. Pressure cooking has certain distinct advantages, not the least of which for cruising is the fact that, once you get the lid clamped down, even if the vessel rolls on her beam ends and the pressure cooker bounces all over the galley, little if any of the scalding contents will come out. Added to this is the fact that food under pressure cooks much faster than in the ordinary manner, there are material savings in fuel consumption, and there appears to be good evidence that flavor and "health benefits" are better preserved.

Rosenfeld

Replacing can labels with indelible marking, for stowing, on board the ocean racer "Rubaiyat." Below, a tasty looking layout, with the full benefit of salt air while eating it

Levick

I used a ten-quart pressure cooker for years on my boat, with most satisfactory results, often cooking a whole meal at "one fell swoop," so to speak. I would first heat up the cooker, then put in the component parts of the meal in the various sections, clamp down the lid, turn the flame just high enough to keep a steady pressure and temperature, and go away and forget it till time was up. Time tables for cooking, incidentally, are supplied with each cooker.

If the arrangement of bulkheads or sides of lockers in the galley is convenient for it, another space and time-saver is to screw up certain types of equipment permanently. This is particularly applicable to orange squeezers, knife-sharpeners (disk type), and can openers. Once they are up, you know exactly where they are and can turn to them instantly, without having to paw through drawers to break them out.

"Vittling"

There is more than one cruising enthusiast to whom the joy of cruising *per se* is such that the preparation of food, except in the most primitive manner, is just so much waste of time which might be spent drinking in the delights of cruising — again *per se*. But to most people, including your humble servant, there is no more welcome cry aboard ship than: "Come an' get it!" Unless, perchance, it be — "Well boys, the sun's over the foreyard."

In the April issue of YACHTING, under the title "Spring Is the Time to Prepare," I touched lightly on the subject of "vittling" and promised to reveal more. Essentially, the problem of provisioning a boat is the same for a week-end cruise or for a cruise of a month, for a crew of two people or for a crew of twenty. The only important difference is in the relative quantities of fresh as against container goods. On a long cruise, unless your boat is equipped with artificial refrigeration, you will have to rely more on the can, except to the extent that you can put into port and restock with fresh foods and ice.

There is no accounting for tastes, and what is one sailor's chow may be another one's gurry. But a good general guide for the Galley Commander is the following rule:

1. Serve two hot, savory and satisfying meals a day when under way.

2. Serve a cold lunch — salads, sandwiches, cold cuts, etc., with hot soup or a hot drink, on the side.

3. Serve a generous variety of foods and well-balanced meals.

4. On cruises which involve being

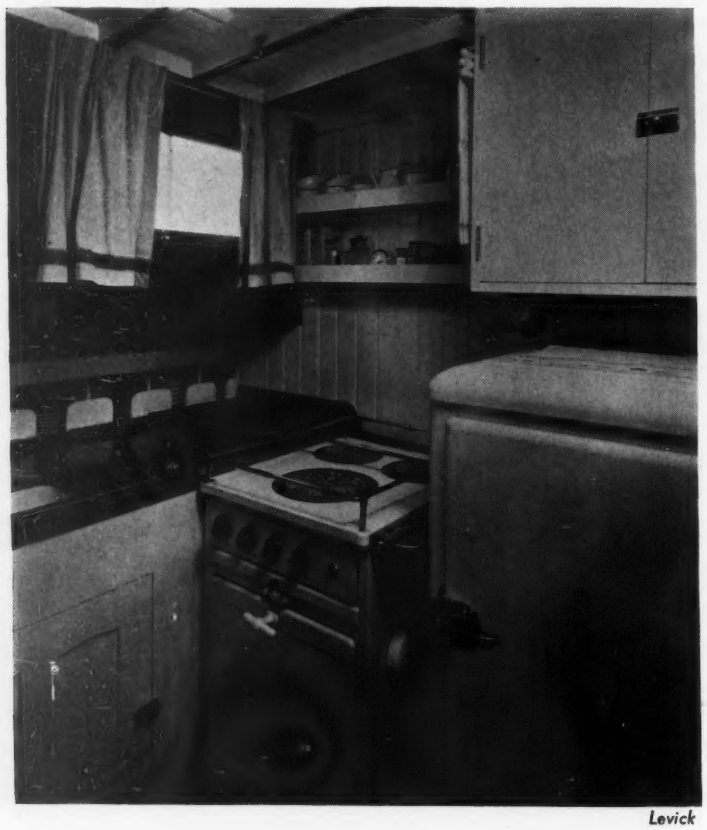
under way day and night, always have a "snack" available in the galley — cheese, sandwiches, cold cuts, fruit, etc., with hot coffee or other hot drink on the stove, if you burn coal, or in thermos bottles otherwise, for the men relieving and for those coming off watch.

Roughly, a well-balanced meal means fruits and vegetables on the one hand; meat, eggs, etc., on the other; with bread and cereals somewhere in between. Hot weather calls for more fruits and vegetables; cold weather or hard work for more meats and cereals. If you want to be more scientific, you might read Sherman's "Food and Health." If you stick to the precept of variety, your crew will probably get all the vitamins, proteins, carbohydrates and minerals recommended by modern conflicting scientific opinion.

On short cruises, diet, from the point of view of health, is of little importance; on long cruises, it demands more thought. In preparation for a cruise on which I was to be in charge of a number of youngsters, I wrote a three-page letter to a doctor friend, full of evidence of my conscientious concern over the welfare of my crew. His reply was laconic. "Take plenty of onions," he wrote. That was all, and it worked! One of the boys disliked onions but he ate them and never knew they were in the food he ate.

The problem of variety is partly one of food supplies and partly one of ingenuity on the part of the man in charge of the galley. In an article I read recently, the author gives a list of cruising foods based on military rations and adds: "It provides plenty of food, but darned monotonous eating!"

Now, that list includes, among other items: fresh meats, butter, flour, cornmeal, baking powder, milk, sugar, salt, pepper, spices, and flavoring extracts. Take, for example, flour, butter, baking powder, milk, sugar, and salt, as a starter. Those ingredients alone can be combined in 30 or 40 different recipes of considerable variety — breads, biscuit, cakes, waffles, griddle cakes, cream sauces, and so on. Eggs would, of course, help such recipes, and if eggs were deliberately omitted from the list, *egg powder* should have been included. Nevertheless, if the author ate "monotonously" with the list he gives, one can only conclude that the cook (he does not deserve the title "Galley Commander") was utterly devoid of imagination.



Levick

I feel safe in recommending the following provisioning table, because it has been used successfully, and with only slight modifications, on a Honolulu Race, a week-end cruise, an "overnight" race, a Bermuda race, and on the Tanner Labrador Expedition of 1939. In other words, it is sufficiently comprehensive, as well as sufficiently elastic, to apply to about any sort of cruise you may be planning. The amounts are given in ounces per man per day but, if you like to work in small fractions, you can divide by 16 and call it pounds. If you plan a two-day cruise for five in the party, for instance, multiply two times five times the number of ounces given, to get the total amount of any item for the cruise.

Meats, Poultry, Fish 14.5
Fresh, 4.0; canned, 4.0; salt (bacon, etc.), 6.5

Drinks 4.0
Coffee, 2.0; tea, 1.0; cocoa, 1.0

Dairy Products 22.0
Milk (fresh and evaporated), 12.0; butter, 4.0; eggs, 4.0 (3 eggs); cheese, 2.0

Cereals and Bread 13.0
Dry cereal, 1.0; cooking cereal, 1.0; bread, 3.2; flour, 4.8; pilot bread, crackers, 2.0; cornmeal, 1.0

Fruits 8.0
Fresh, 3.0; canned, 4.0; dried, 1.0

Vegetables 11.0
Potatoes, 6.0; onions, 1.0; fresh (green), 2.0; canned, 2.0

Soups 3.0
Dries and "Erbswurst," 1.0; canned, 2.0

Sweets 12.5
Sugar, 6.0; maple syrup, 0.5; sweet chocolate, 2.0; preserves and jams, 4.0

Total, Standard Rations, 88 oz. or 5½ pounds per man per day.

Condiments come to about ¼ pound per man per day and should include: Worcestershire sauce and/or A-1 sauce, kitchen bouquet, ketchup, lemon extract, vanilla extract, for liquids. These come by the bottle, and a large bottle of each, with a small bottle tucked away in reserve, should cover your requirements on anything but extended cruises.

A recent development in single unit pressure cookers. A complete description of this utensil appears in "Waterfront News" in this issue. Left, a neat and compact galley. But there would be more room if the china were stowed elsewhere

For dry stuffs: pepper, mustard, curry powder, poultry seasoning, one medium sized package or can each, with one in reserve; celery salt and garlic salt, one shaker each.

Salt and baking powder can be "rationed." A good deal of cooking of vegetables, cereals, etc., can be done with sea water, thereby saving both fresh water and dry salt. Allow ½ oz. per man per day of salt for salt water cruising, ¾ oz. for fresh water cruising; and ½ oz. per day per man for baking powder.

That takes care of standard rations but makes no allowance for emergencies. Allowance for emergencies is an arbitrary matter but a good rule is never to start on *any* cruise with less than a week's food supply on board and, on extended offshore cruises, to double the estimated time between ports for standard rations — and then add the same time allowance for emergency rations. In other words,

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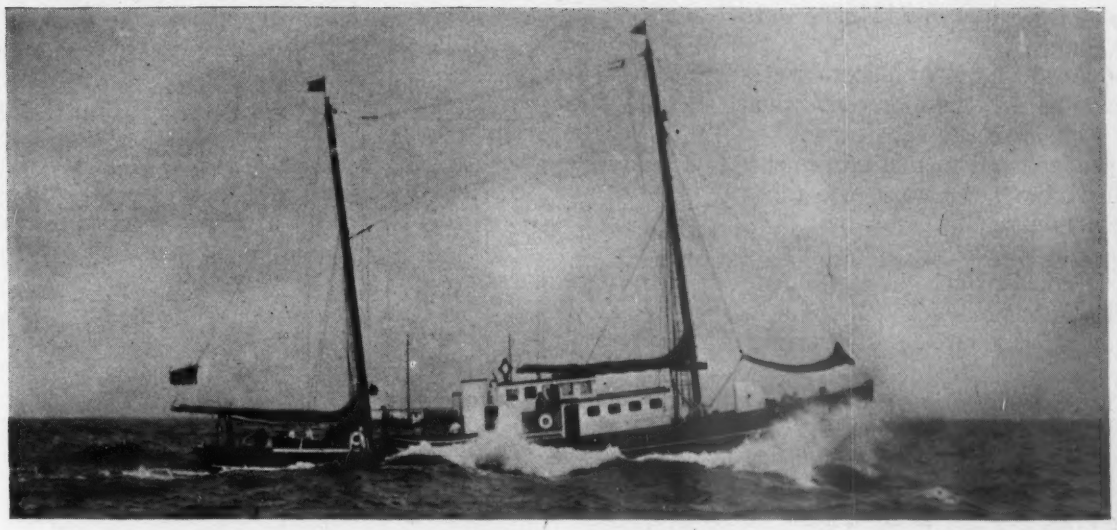


"Antares," in which the automatic steering gear was fitted, driving through a mean sea. Below, the binnacle of the photo-electric steering gear, showing the compass, the mirror, prisms and the photo-electric cells

AUTOMATIC STEERING FOR YACHTS

By

BRITTON CHANCE

AUTOMATIC steering is a means of keeping a boat on a course set by her navigator. In a small boat, where the navigator is usually quartermaster, automatic steering permits the skipper to keep an alert lookout. At night, his eyes are not dazzled and tired by constantly watching the compass. The skipper can also plot the next course, check his position by cross bearings and carry on his routine day's work while the automatic steering keeps the boat on her course, thereby making possible a safe and efficient one-man watch on a small boat.

In a sailing craft, automatic steering causes an effective increase in the crew as there will be one more person in each watch who can handle sails, stand lookout or navigate.

Besides these increases in efficiency of the crew, there is little doubt that automatic steering saves distance on long runs. It is also a source of comfort to the navigator who sets the boat on the correct course and knows that the automatic steering device will hold her to that course without falling asleep, forgetting the course or reading the compass card incorrectly.

It has been found that automatic steering is useful in trolling and other cases where it is desirable to cover the likely spots in as systematic a manner as possible. It also permits the skipper to concentrate upon watching for strikes.

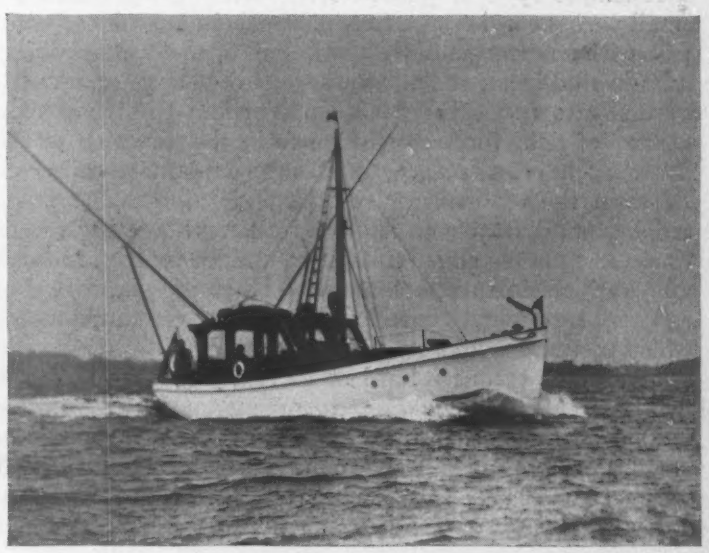
Automatic steering requires a compass for indicating the craft's heading, a device for indicating and measuring the changes of heading shown by the compass, and a motor, operating in response to these measurements, to return the craft to the desired heading.

The gyro compass is large and expensive but furnishes a rather large directive force so that it can be used to operate an automatic steering gear through simple mechanical devices. Usual types of this device include small rollers, bearing directly on the compass element, which make and break an electric circuit; or an air blast, directed at a vane mounted directly on the compass element, to make and break an electric circuit. The indications of such circuits are finally used to control the course of the craft.

The magnetic compass is small, cheap and reliable and can be useful for automatic steering. It is, however, obvious that some of the devices used on gyros for obtaining indications of changes of heading would seriously upset the performance of the magnetic compass card.

It is necessary to indicate and measure the yaws of the craft without hindering compass operation. A photo-electric system fulfills this requirement. A beam of light, reflected from the compass card, gives an indication of the change of heading of the craft without hindering the compass. Photo-electric cells can be used to convert this indication into electric currents and, finally, into a control of the course. To measure the yaw of the craft, the movement of the light beam must be measured and this can be done by causing the photo-electric cells to follow exactly the movements of the light beam.

The automatic steering gear developed and tested by the author is like a human quartermaster; in fact, it may be called a robot pilot. The robot is equipped with photo-electric eyes which watch the compass continually by means of a beam of light reflected by a mirror mounted on the compass card. When the eyes indicate that the ship has deviated from the set course, they pass small currents which



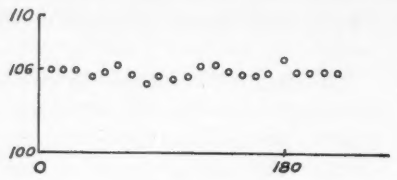
The fishing cruiser "Far Cry" in which the gear was tested off Bimini for usefulness in trolling

are amplified by radio tubes and finally apply helm so as to bring the yacht back to her course.

The robot also moves its eyes so that they follow exactly the movements of the compass card. This movement then indicates the extent of the yaw from the set course. The amount of helm applied is proportional to this movement. When the boat stops yawing from her course, the robot stops applying helm. If the amount of helm has not been sufficient, the yaw continues and the robot again applies helm. If the amount of helm is sufficient and the craft starts back toward the set course, the robot removes helm in such a way that the rudder is amidships when the set course is reached. The robot therefore can measure the extent of a yaw and apply an amount of rudder proportional to this yaw.

In some types of gear, the robot is given control of the rate at which it can apply helm. When the yaw is rapid or the course is changed rapidly, the robot can put the helm hard over rapidly. When the craft is going along a straight course and yawing slowly, the robot applies helm gently.

By adjusting the spacing between its eyes manually, the amount of yaw permitted by the robot is varied. This is often termed "weather adjustment." The robot is given a "memory" of its past operations to provide a degree of "automatic weather control." This automatically adjusts

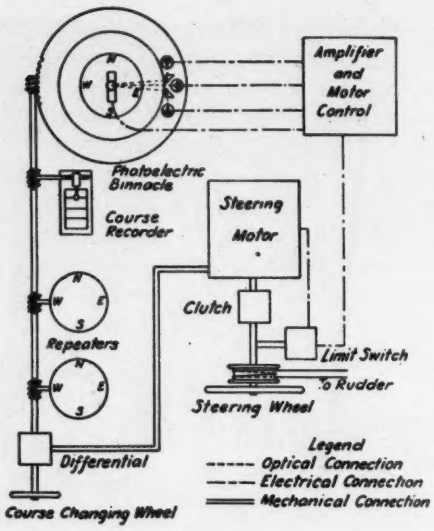


The course of "Far Cry" as recorded when trolling off Bimini. The vertical scale shows degrees and the horizontal scale seconds

the number of rudder operations to a predetermined level in spite of wide variations in the state of the weather. Memory is given the robot by storing up electrical evidence of its past operation. In order that the robot may forget, the memory storage place is provided with a leak so that the robot forgets rapidly at first and then more slowly as time goes on. The half-period of the robot's memory is usually adjusted to four seconds — not far from that of some quartermasters.

The robot uses its center eye to maintain the operation of either one of the outside eyes whenever the yaw has been so rapid that the light beam has passed either one. The center eye is also used as a constant lookout to see that it is operating properly. Under normal conditions, the light beam returns to the center eye in a few seconds due to the proper operation of the robot. If, however, the robot is unable to control the boat so as to maintain the light beam in view of its center eye, it can call the attention of the watch by an alarm bell.

A simple type of photo-electric steering apparatus for small yachts consists of a five-inch spherical or flat top compass with a mirror mounted on the axis of the card to project a horizontal beam of light towards two 45° prisms adapted normally to frame the beam of light and to give a large change of light for a small change in the direction of the boat. Each prism reflects light onto a photo-electric cell. Between the two prisms is a third photo-cell. The prism spacing is adjustable to allow for different weather conditions. The photo-cell currents are amplified to operate small relays which, in turn, operate motor-starting-and-reversing relays. These relays control a one-third horse power motor which performs two functions. The motor rotates the photo-cells and the compass bowl so as always to maintain the light centered between the two prisms and on the center photo-cell. The other function is to turn the rudder an amount proportional to the number of degrees the boat is off her course. Usually, 2.5 degrees of rudder are given for every degree the boat is off her course. When automatic steering is



The diagrammatic layout of the photo-electric steering gear with its various component parts, including course recorder and a pair of repeaters

not desired, a clutch is disengaged and the compass bowl and photo-cells will continue to follow the compass card in such a manner that any number of repeaters and course recorders may be connected to the motor to obtain remote indication.

The reliability of automatic steering in heavy weather is determined by the stability of the compass. In some types of automatic steering, the stability of the compass may be adversely affected by the means for obtaining an indication of the yaws of the craft. It has been found that the mirror and light beam system have no adverse effect on the compass. This photo-electric system, which maintains the compass bowl in the same direction as the compass card, reduces friction at the compass pivot to a low value and thereby increases the compass stability. The remote control of the automatic steering has made it possible to locate the compass and photo-electric cell system below decks where the effects of rolling and pitching are considerably reduced. It has been found desirable to place the compass below decks even in cases where the magnetic field is considerably reduced by neighboring iron structures.

The performance of the photo-electric steering gear that has been described has been tested in a variety of craft ranging from a 34-foot high speed sea skiff to a 10,000-ton twin screw motor ship. The performance in small boats in calm weather has been tested by setting the boat on a straight course down a narrow straight channel and seeing how far the boat goes before it is necessary to reset the course. *Agnes*, a 55-foot motor yacht, travelled seven miles along the straight part of the Dismal Swamp Canal without the course being reset. The yacht had deviated less than 50 feet from a straight course in a distance of seven miles. Alternatively, the course width is determined by reading the standard compass every 10 seconds and plotting the readings.

In automatic steering, the slightest change in the boat's heading is detected, due to the large movement of the light beam relative to the prisms. This increase of light on one photo-cell starts the motor which runs until the photo-cells have been turned back through an angle equal to the deviation of the boat from the set course and a corresponding amount of rudder has been given. The light beam is again centered between the prisms, as it was before the boat deviated from her course, and the apparatus is ready to detect and correct any further divergence from the course or any return to the course. As the boat responds to this helm, the light beam again operates the motor to "meet" the vessel and return the rudder to the position in which the boat follows a straight course. If the boat deviates so far that the rudder goes hard over, a limit switch opens to

(Continued on page 109)

THE "OLDER NAVIGATION"

By

HENRY HOWARD

A cloud cap formed at and above the summit of a lofty mountain may be seen for many miles in the clear atmosphere of the ocean

DURING the past thirty years much has been written and an enormous amount of work done in perfecting and simplifying the calculations required to determine one's position from observations of the heavenly bodies. These methods have been frequently called the "New Navigation." Is it not well to record and analyze what might be called "Older Navigation," lest it contain certain principles and practices which might be of value to the seamen of today and which are in danger of being forgotten?

Valuable and fascinating information may be obtained by the study of practices and traditions of the natives of the Pacific Islands. The difficulty is that, in many cases, available written records seem to have been made by landlubbers unable either to understand or record intelligently what was common practice among the skillful native navigators when the missionaries first arrived. Perhaps the most skilled were to be found among the Maoris and the Hawaiians.

The knowledge gained by the accumulated experience of the natives would still be of great value to shipwrecked mariners possessed of a life boat but no navigating instruments. This would be especially true of the vast expanses of the Central and Southern Pacific where you may sail day after day without sighting a vessel. The methods used by the native navigators might enable the shipwrecked mariner to locate islands which he would otherwise pass without dreaming of their existence.

A few years ago, I spent the winter in the Hawaiian Islands and discussed the old native methods of navigation with many residents. Traditions carefully handed down describe in much detail long voyages, even as far as Tahiti, and these traditions are supported by the similarity of language, customs and physical characteristics of the people in these widely separated islands.

In the Hawaiian Islands, as well as in many other parts of the world, the natives for generations have studied and learned the apparent movements of the heavenly bodies and used them for maintaining a reasonably true course when out of sight of land. In their long voyages, they used large canoes with large crews. The boats were propelled both by sail and paddle. When they lost sight of one island, they had many ways of determining the direction of other islands if they were not too far away.

The island of Hawaii, with the 14,000-foot volcano, Mauna Loa, could be detected at a distance of 150 miles by the large cloud cap which generally covered the summit and frequently extended much higher. This cloud formation is produced by condensation of the moisture in the Trade Winds. These winds are deflected upward when they reach the slopes of a mountain and, as greater elevation is reached, the temperature drops, producing heavy clouds. The upper part of Mauna Loa is covered with snow and the Trade Wind, rushing up the slope, often carries the clouds formed to a great height.

In the clear atmosphere of the ocean, far removed from the dust and smoke of any continent, such a cloud formation can be seen poking its head above the horizon many miles before the mountain itself becomes visible. The clouds in such case have a peculiar shape which would be instantly recognized by a man skilled in this type of navigation. This principle, of course, applies to any mountainous islands and especially in the Trade Wind belt because of the high moisture content of the warm air.

A somewhat similar method is utilized for locating the low atolls. These usually consist of an extensive shallow lagoon, more or less surrounded by low land frequently not more than five to ten feet above sea level. In many cases, this land is not visible from a canoe from a distance of more than four or five miles, the first thing to be seen being cocoanut trees apparently growing out of the water. However, the presence of such an island can frequently be detected at a distance of 20 to 30 miles by the fact that a small fleecy white cloud is often seen suspended over the atoll during the middle of the day and early afternoon. This cloud is apparently caused by the much higher temperature of the shallow water of the lagoon which causes the air in contact with it to be raised to a higher temperature than the air over the deep water of the surrounding cooler ocean. It also causes more rapid evaporation so that this warmer air also contains an excessive quantity of moisture. This warmer moist air, being lighter, rises continuously to a considerable height where it is cooled by contact with the cooler Trade Winds, the excess moisture forming a small isolated cloud which clearly marks the location of the atoll so long as the sun is high and hot enough to produce this effect.

Another interesting phenomenon, which was much used in navigation between islands 50 to 100 miles apart in the Trade Wind belt, is based on the fact that the Trade Wind,

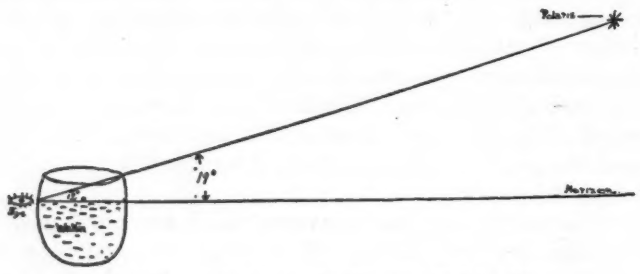
blowing day after day from nearly the same direction, produces large and well formed rollers whose axes are at right angles to the direction of the wind. If, however, you notice that these rollers are no longer moving directly with the wind but at a distinct angle with it, you have good reason for assuming that some obstruction to windward has been the cause. This may be a submerged reef but is more probably an island and here is where the experience and skill of the navigator comes in; from the amount of the deflection, the character of the waves, he would estimate the direction and distance of the land. In addition, he would study the clouds which might indicate unusual disturbances at a distance which, being the forerunners of an approaching storm, could account for the rollers coming from a different direction. In this latter case, I imagine that, in the beginning of the change, the rollers would come simultaneously from the old and new directions; if the change were due to land, it would result in the deflection of the old rollers with no cross rollers.

The deflection of the large rollers works in this way: Suppose we have two islands, A and B, separated by a channel 50 miles wide — island A being directly north of island B. The Trade Wind and rollers normally come from the east but on the northerly shore of island B the rollers will come from the northeast, while on the southerly shore of island A they will come in from the southeast. The reason for this is the friction of the land and shallow water which slows down the ends of the rollers adjoining the land. This causes them to swing around and come in at an angle towards the coast. The result of this deflection is said to be noticeable for a good many miles to leeward (that is, to the westward of both islands) and enables the native navigator to conclude, first, that land exists not many miles to windward and, second, its approximate direction.

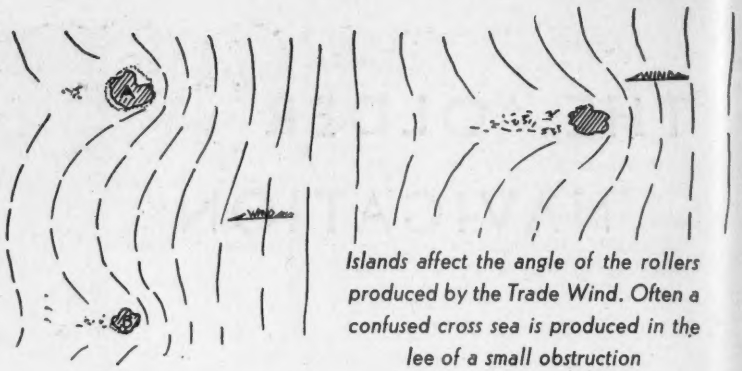
Another way in which this principle was used was in crossing from one island to another which was not in sight but the direction of which was known. Such a crossing could be made in cloudy weather with no sun visible and, of course, with no compass.

The native boatmen in crossing from island B to A (north of B) would find deflection of both wind and wave and were accustomed to use the following rules: At first, after leaving island B, steer a course carrying you diagonally, say, four points to windward of the axis of the rollers but, as you approach midchannel, gradually change your course so that the wind and sea are just enough forward of the beam to allow for leeway and currents; finally, during the last quarter of the crossing, you can drive the boat with wind abeam or even a little abaft the beam. These changes in the apparent course would result in the boat following a relatively straight line between the two islands. I have talked with a friend who, many years ago, had actually crossed a channel in the Hawaiian Islands in a native canoe with native navigators in exactly this manner and had been greatly surprised at the good landfall they made.

This interesting phenomenon causes a confused sea when you are directly to leeward of a small obstruction with rollers approaching from both sides and crossing each other. I



Observing Polaris with the "Sacred Calabash"



Islands affect the angle of the rollers produced by the Trade Wind. Often a confused cross sea is produced in the lee of a small obstruction

spent an uncomfortable night at anchor close to leeward of Great Inagua, West Indies, the westerly end of the island being about 14 miles wide. With a moderate gale from the east blowing directly offshore, we were tossed about all night long by rollers coming from north and south, in opposite directions, around the island. This disturbance would obviously have been noticeable a substantial distance to leeward — how far I do not know; this is where the experience and skill of the old navigator came in. If you were making good a course at about right angles to the Trades (which would mean wind one or two points forward of the beam), this would, I think, be the best course on which to find land by this method. When you notice a deflection of the axes of the rollers until finally they are coming from more or less abaft the beam, with the wind still from same direction, you can conclude there is land to windward and would then haul close by the wind. You may be too far to leeward to sight it but, if the island is small, you will soon note a confused sea and then the rollers coming at you from straight ahead, indicating that you are getting past the land. This would be the time to tack. In the old days, with a large crew, the natives would, under those conditions, paddle dead to windward to the land.

Another phenomenon which must not be overlooked is the night land breeze to be found principally in the vicinity of mountainous coastlines. Shortly after sundown, the mountain surface begins to cool much more rapidly than the sea and this cool, heavy air starts flowing down the mountainsides. This pushes back the Trade Wind so that you may often get a fair wind during the night, close to shore, where the wind will blow directly off the land. In this same place, during the day, the Trade Wind might be blowing parallel with the shore and dead against you. On the leeward coast of a large island, the Trade Wind may be pushed back during the day by the sea breeze which is pulled in by the heated air rising from the hot land.

Still another method of locating small isolated islands in midocean without any navigation instruments other than a compass is by the flight of sea birds. This method, I am told, is sometimes used today by Japanese fishermen in the North Pacific and undoubtedly by natives in many other regions. The time chosen is in the birds' breeding season. An ample supply of fish is taken and, after the boat runs so that the crew estimate that she is near the island sought, sea birds are attracted by cleaning fish or throwing fish overboard. Then one bird is selected and scraps thrown to it alone so that it has soon eaten to repletion. Then it seizes the next fish to carry back to its young and makes a bee line for the island where its nest is located. The fishermen note carefully the compass course of its flight and follow it. If the island is not quickly located, this process is repeated and a new bearing obtained. These fishermen are said to pick up the islands without much difficulty. In the South Seas, where the compass was not known, the direction of the bird's flight would be noted as compared with the direction in which

(Continued on page 88)

Thomas Phillips

The navigator learns to check every step of his work

YES—BUT ARE YOU SURE?

Confidence Based on Experience a Necessary Adjunct of the Art of Small Boat Navigation—But Not Too Much Confidence

By

ALFRED F. LOOMIS

NOT long since, the Cruising Club of America, falling into line in the insatiable public demand for information, please, succeeded a winter dinner with a question bee. Two teams were chosen. Because of my bad habit of sticking out my neck, I accepted partial responsibility for answering navigational questions that might be asked of one of the opposing teams. Terrified, I spent the last few hours before my doom boning up on the meaning of words and phrases. I felt sure I was going to be hung, but I would rather have been hung for an aggressive goat than for a fugitive sheep. If, while on my way to the intelligence test I had fallen, I'd have burst into a million definitions and the wintry eventide would have erupted coruscations reflecting light on such abstruse matters as the precession of the equinoxes and the obliquity of the ecliptic.

Fortunately, nobody tripped me and I arrived at the affair still pressured to the explosion point. Still more fortunately, no detonating questions were asked in the Cruising Club's contest, and the definitions that I had laboriously memorized have now been absorbed into the inert matter that fills my brain cavity. If my life depended on it at this instant, I couldn't tell what an amplitude is, or whether the memorizer's phrase having to do with compass variation is correct-right-west or left-correct-right.

In preparing for that horrid occasion, I was to all intents and purposes like a recent graduate of one of the winter courses in navigation which are becoming increasingly and deservedly popular — being filled with theory. But in its selection of questions the Cruising Club was non-academic. It did not, for example, require anybody to state the declination of Arcturus, nor the great circle distance between Ambrose Channel Lightship and Bishop Rock. The club concentrated on the utilitarian aspect of small boat navigation and in so doing modeled itself on the actual practice of the art in ocean cruising . . . Wherein I discern a text for a sermon to those who have hung their parchments on the wall and are about to fare forth in the cold, wet world, possessed of everything but experience.

\+ + +

I don't know how you feel about it but I have found it difficult, in wielding a sextant in an apartment, to imagine that that 40-watt bulb over there is the sun and that that table is the horizon and that we'll assume, for the sake of the problem presently to be solved, that the electric light is 17° south of the equinoctial and that its declination is therefore a minus quantity. It sounds pretty complicated. The difficulties become almost insurmountable when, the very next week, the light on the wall is 10° north of the equator and the room in which I'm making the test has been arbitrarily transported to 37° south latitude.

In actual work in the regions and during the months in which yachtsmen navigate, both the sun and the observer have the highly commendable habit of staying pretty much to one side of the equator or the other. If, as navigator of a small boat, you start out from New York on June 21st, the sun's declination will be north, and north it will remain until you get back home, provided you don't stay away more than three months. After taking your first noon sight, you will add the sun's declination of 23° 26′ to 90° and from the sum you will subtract your corrected altitude. The plain, unvarnished result will be your latitude. If, the next day, you forget whether declination is additive or subtractive, you have only to look in your notebook and find out. And so on. By September 20-something, when the sun sinks below the equinoctial, you will be able to take the change from plus to minus declination without turning a hair.

With identical ease, the additive or subtractive faculty of longitude becomes part of your second nature. After a week of subtracting west longitude from G.A.T. to obtain L.A.T., you can never make the classroom mistake of adding it.

It's a good idea in these formative days of practical experience to confine yourself to the actual job of keeping

track of the vessel's position. Don't perform any evolutions backward for the sake of intellectual experience. Don't, for instance, from a known position amuse yourself checking up chronometer error. Don't find the Greenwich Civil Time of Local Apparent Noon, or work any other navigational formula in which the signs have to be reversed, plus for minus and minus for plus. Learn a working routine and stick to it. Assume heavier intellectual responsibilities only when you're thoroughly grounded in the essentials.

Confidence is what a beginner requires most, and he needs this intangible and elusive attribute in the handling of instruments as much as in the application of mathematical formulae. It is one thing to grab a sextant and bring the sun down to the top of a snowdrift on Neighbor Jones' lawn, and it is quite a different thing to bring it down to the sea's horizon. In prospect, the latter operation may seem easier, since the sea's rim has at least a tendency to remain horizontal. But not only does the sea have a distressing habit of climbing up in bunches more nautically known as waves, but the deck from which a sight is taken has, to understate its eccentricity, no overwhelming desire to remain in the same plane as the horizon.

So, before these problems of judgment, deduction and acrobatics are entered upon, the beginner should acquire confidence in his ability to measure an angle accurately under ideal conditions. How do you know, for example, that when you take a sight of the sun you actually and accurately "kiss" the horizon with its lower limb? Perhaps, due to an optical error, you "wet" it a couple of minutes — two long sea miles — or perhaps you hang it above the horizon an equal amount — two miles in the opposite direction, or a total possible error of four miles. An unknown error factor of four miles, when added to the other possibilities of inaccuracy, might cost you a landfall and, until you know the extent or non-existence of your personal error, you can't have complete confidence in your ability to navigate.

The obvious solution of this dilemma is to take simultaneous sights with one or more experienced navigators. I had such an opportunity when navigating a sub-chaser in a convoy. Every day at noon thirty-odd positions were signaled by flag hoist to our mother ship. Longitudes didn't cut much ice, but when thirty or more latitudes, independently determined and hot off the sextant, were wafted to the mother ship it was a dumb navigator who couldn't deduce his own liability to err.

As I recall it, my own sights averaged pretty well with those of the chasers nearest me, but in later years I have revealed a tendency to "wet" the sun and hence artificially increase its altitude to the amount of two minutes. This factor is taken into consideration when I am about to make a landfall.

Confidence in mechanical operation of the sextant having been achieved, the beginner still has a certain distance to travel before he can be sure of the accuracy of his sights. A shot taken in or near the trough of a sea will apparently decrease the altitude of the heavenly body, because of the interposition of a crest higher than the horizon. I use "apparently" here in a special sense, because the error is anything but apparent at the moment it is made. Moreover, when the wave is gone it is gone forever and there's no way of checking back on the amount of error. Avoidance of such errors may be secured by always taking the sight when the boat is at the top of a wave. This fleeting instant is that, unfortunately, in which the forces of the boat's momentum are interrupted. As the navigator is most liable to lose his balance at this particular moment, the trick of invariably shooting at the top of the roll isn't easily acquired.

Another little joker is a cloudy sky and its concomitant false horizon. On a smooth sea, a false horizon — caused by a cloud shadow which blots from visibility the true horizon — will erroneously increase the angle of the observed body. On a rough day, a false horizon can either increase or decrease the actual angle. When a sight is taken under such unfavorable conditions, it is the part of wisdom to put a question mark after your findings, even — I might say especially — if they seem to be good. Maybe the sight is O.K. But, if your next position, found under better circumstances, is ten to twenty miles removed from your D.R., don't lose that invaluable attribute — confidence in yourself.

Confidence in yourself is, alas, something that can be overdone. The coasts of the world are strewn with wrecks of vessels whose navigators were too sure of themselves. The worst landfall I ever made was chargeable to this smug complacency. At four of a certain morning, I crossed the light on Hog Island, Va., with the loom of Cape Charles Light, and knew damned well where I was. Thereafter, we were becalmed for several hours and seemed to be making no way on our south-southwesterly course. When I saw a steamer bound in for Chesapeake Lightship, I was so fatuous as to say that I didn't know where she was going and wouldn't base my navigation on such an unknown quantity. When we finally got a sailing breeze and reached in for the coast, I laid a course that put us 17 miles below the lightship — that being the distance we had sailed in the eight hours in which I thought we had no way on.

My navigation was careless. My neglect was inexcusable. The boat was new and it never occurred to me that she could be fanning along on her course at the rate of nearly two knots — so slowly that her logline was almost straight up and down, so inexorably that she cost me a day in an ocean race. Nowadays my most fervent prayer is for a head wind at the conclusion of a race. A head wind covers up a navigator's errors or gives him time to discover them before it is too late. It's when you're boiling down on your invisible objective with kites set that you get your first whiff of hell's brimstone.

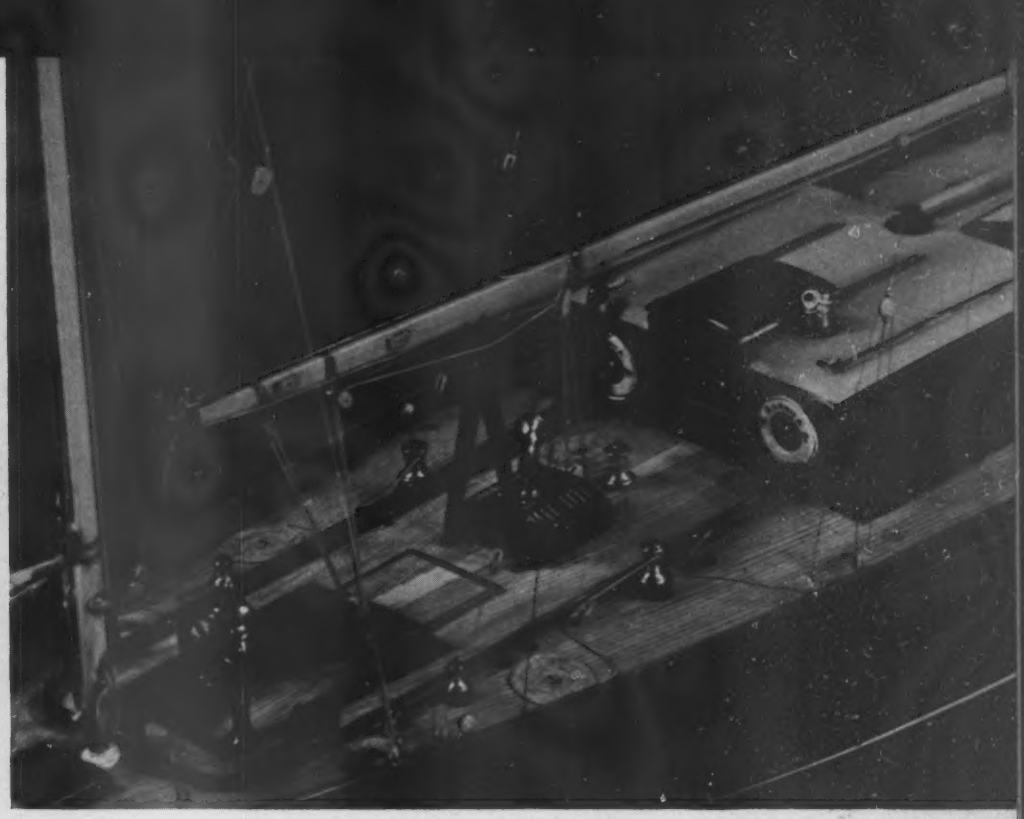
When you come right down to it, navigation is anything but an exact science. When well practised, it is reasonably exact at the moment in which a ship's position has been found within the customary "two or three miles." As the minutes drip away from the latest fix, it becomes, however, inexact and, until the next fix is obtained, the science drifts more and more into the category of an art.

Good navigation consists in evaluating unknown as well as known quantities: weather prospects, the probable direction of wind currents, the possible steering error of each helmsman, the boat's leeway or weatherway on every point of sailing under various sail combinations, and other imponderables.

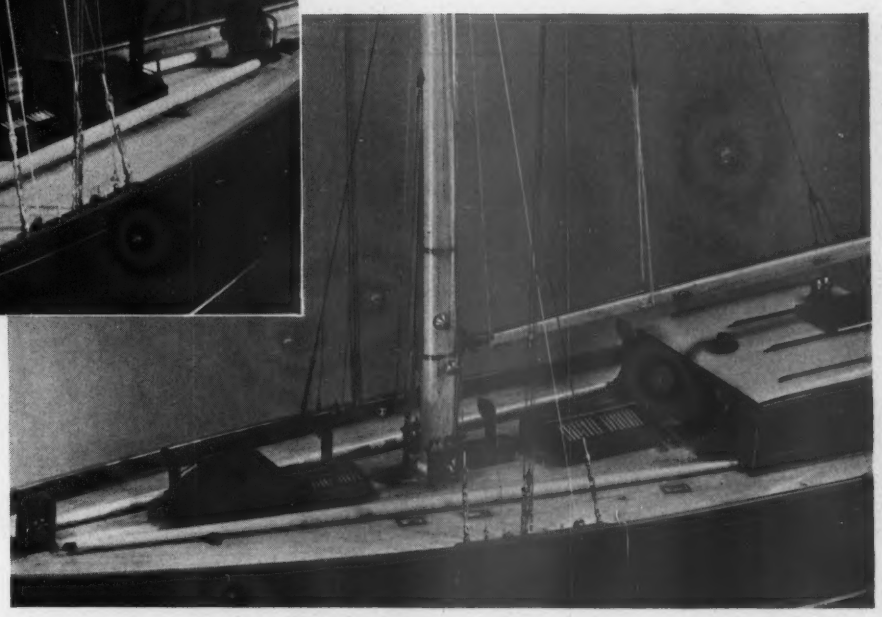
Wherefore, the navigator must know more than a little something about a great many subjects only indirectly associated with nautical astronomy. This knowledge he is unlikely to acquire from this article or from a textbook or in any way except by personal experience and observation. Nevertheless, the written word serves to show the pathway to experience.

For example, and speaking of wind

(Continued on page 86)

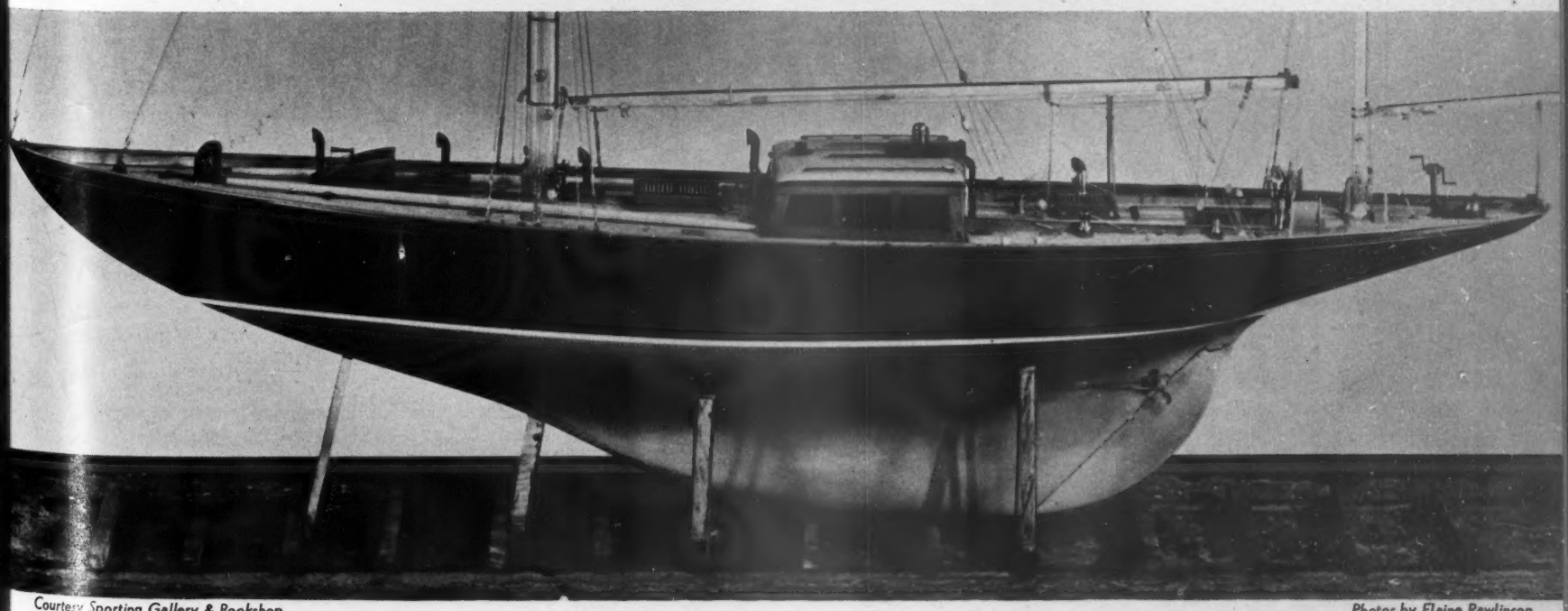


"BARUNA," IN MINIATURE



"Baruna" is 72' 0" in length over all, 50' 0" l.w.l., 14' 8" beam and 9' 2" draft. She was designed by Sparkman & Stephens, Inc., and built by the Quincy Adams Yacht Yard.

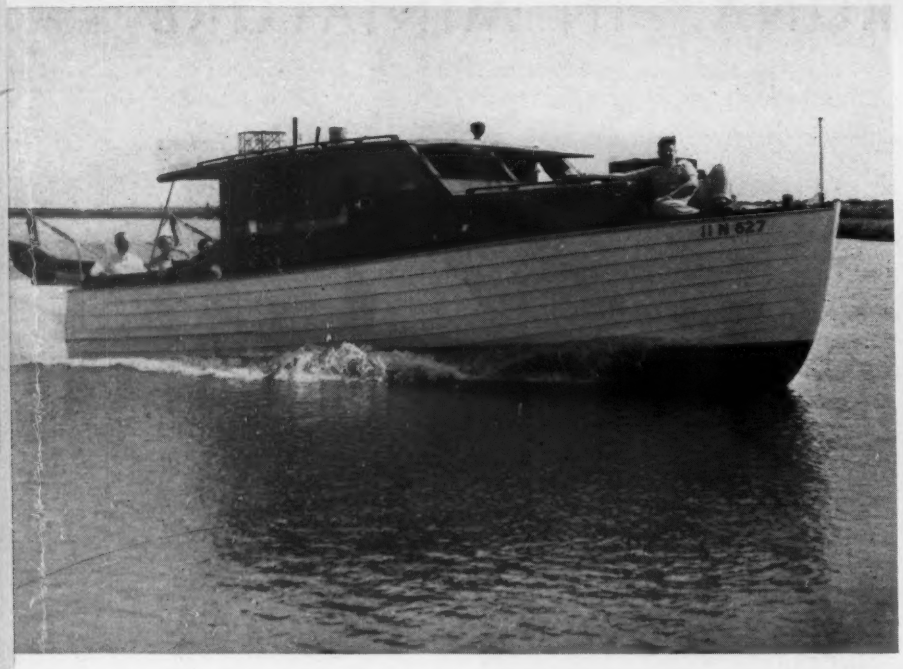
This model of Henry C. Taylor's auxiliary yawl "Baruna," winner of the 1938 Bermuda Race, represents some eighteen months' work by Kirk Ames, of New York. Looking at the photographs, it is hard to realize that they are of the model and not of the yacht herself. Everything is to scale, blocks, winches, turnbuckles, etc., and all operate. This is one of the finest examples of the model builder's art in the country.



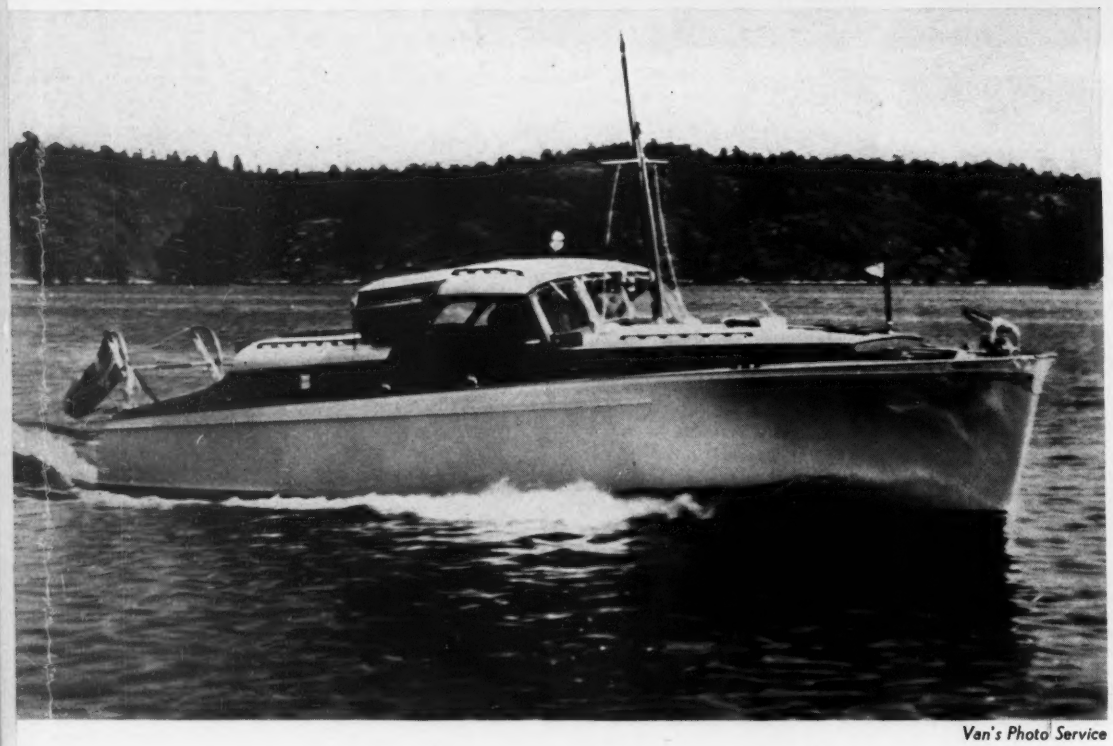
Courtesy Sporting Gallery & Bookshop

Photos by Elaine Rawlinson

F. A. McDaniels



"Guyer" was built for the U. S. Engineers Department by Higgins Industries, Inc., of New Orleans. She is a 40-footer and will be used as an inspection boat. A pair of 12-cylinder Vimalert gasoline engines, rated at 400 horse power each, drive her at a reported 45-mile pace.



Van's Photo Service

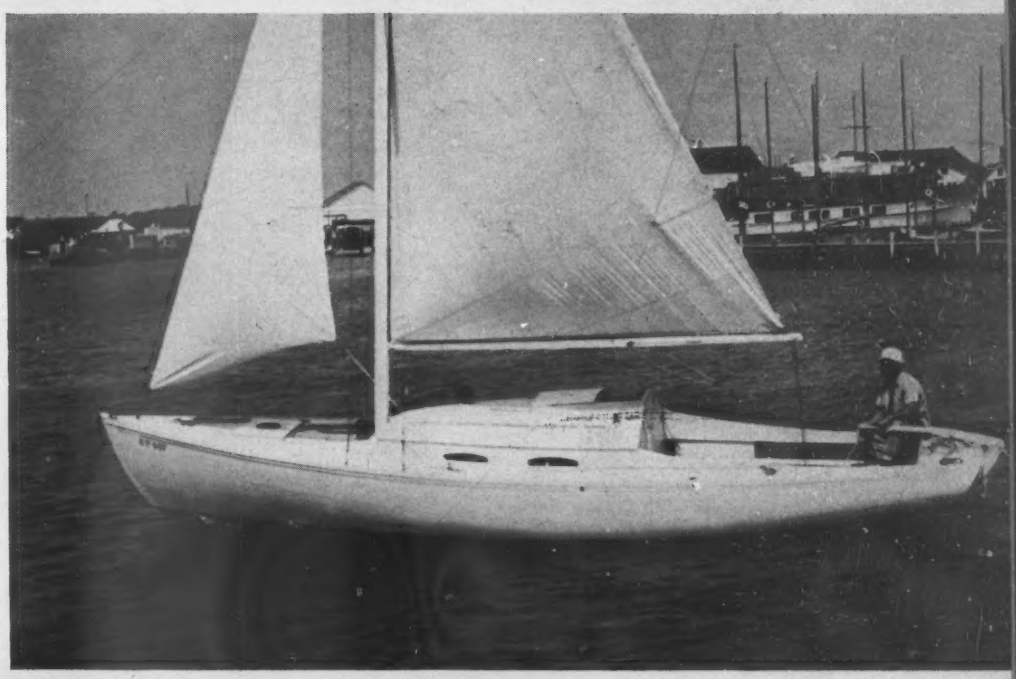
"Bess," a 17' Chris-Craft runabout, hails from St. Louis, where she is owned by Miss Bess Schulter who will use her on the Meramec River. Driven by a 95 hp. engine, "Bess" makes 36 miles per hour.

Left, above, "Sea Elf" is a Vinyard "32" owned by R. L. Burke. The boat is 32' 5" in length over all, 10' 5" beam and 2' 7" draft. A pair of Kermath Sea Prince engines give her a speed of 21 miles per hour.

Stockholm, Sweden, is the home port of this motor cruiser owned by Dr. Ernst B. Salin. "Nelasbe," as she is named, is 47' 7" over all, 11' 4" beam and displaces 10 tons. A Buda-Lanova Diesel, Model 6-LDMR-468, with 2:1 reduction gear, gives her a speed of 12.3 knots at 1800 r.p.m. "Nelasbe" was designed by Knud L. Reimers, of Stockholm.

Ray Krantz

"Marilyn III," which wears the colors of the Port Angeles Yacht Club, is owned by Dr. James C. Hay. She is a 48-footer of 12' 2" beam and 3' 2" draft and is powered with twin 115 hp. Chrysler engines which give her a top speed of 14 knots. She was built at Seattle from designs by Edwin Monk.



WHAT'S NEW IN BOATS

"Gazelle" was built for Charles Newbold Welsh, Jr., of Ardmore, Pa., from designs by Frederick C. Geiger, of Yacht Sales & Service. She is 29' 4" in length over all, 26' 0" l.w.l., 7' 2" beam and 3' 6" draft. A Universal Blue Jacket Twin furnishes auxiliary power.

Earl Felton, of Wilmington, Cal., owns this Richardson 26' sport cruiser, seen here driving through a choppy sea off San Pedro. Her power plant is a Gray 6-91.

Jack Dixon

A SEAMANLIKE JOB ON A BIG FELLOW

The manila peak earing on the mainsail of the schooner "Aldebaran" started to chafe through on the yacht's passage from Colon to Charleston last winter. Skipper Sterling Hayden is passing a new wire rope lashing while one of the crew replaces the seizings on the boom sliders, which have also begun to chafe, with stainless steel wire. The picture shows the size of spars and gear on a yacht of 120 feet water line length and 160 feet over all. The yacht was designed by A. Cary Smith for Kaiser Wilhelm II and built in 1902 as the "Meteor."

EDUCATION FOR JUNIORS—AND SENIORS?

By

WILLIAM H. TAYLOR

DURING the past winter, the Junior Yacht Racing Association of Long Island Sound has developed something which seems, to the writer at least, to be the most promising step yet taken in the development of juniors into yachtsmen.

A great deal of criticism has been directed by yachtsmen in recent years at the work of some of the junior yacht clubs, particularly at the fact that these organizations have turned out youngsters who could sail and even win races without knowing much about boats and seamanship. In other words, too many of the kids have been taught to run before they could walk, and too often the sole standard of the success of a junior organization, and of its instructor, has been the ability to turn out one crack crew that will win the junior, midget or other championship of this sort in its district.

If the recommendations of the Junior Y.R.A. are put into effect by clubs and associations, it will be quite a different story. In short, what the Junior Y.R.A. proposes is to grade all juniors according to their knowledge and ability. Three ratings are established: Ordinary Seaman, Mate and Skipper, and the requirements for each grade are specified as a guide to junior organizations, instructors and the youngsters themselves.

To attain the grade of "Ordinary Seaman," a youngster would have "to be able to handle himself ably aboard a boat, with due regard for his own safety and that of others. To know the names of the parts of the hull, rigging and equipment and something about the use and care of the same. To be familiar enough with nautical terminology and the elements of seamanship to make him a useful member of any crew."

More specifically, the instructions go into several branches of seamanship. The "ordinary" must demonstrate his ability to tie, untie and use, in the right places, a bowline, sheet bend, square knot, rolling hitch, clove hitch, fisherman's bend, figure eight, and two half hitches, and to heave, belay, coil and whip a rope. He must know the name of the parts of the hull; directions (windward, abeam, etc.), steering orders and sail trimming orders, and learn to repeat all orders given him. He must learn to row, handling and feathering oars properly, cast off, land, bring alongside, haul out, dump and launch a dinghy. He must be able to bend, set, reef, furl and care for sails, to cast off and pick up a mooring, handle an anchor, and catch, make fast, and slip a towline. And he must know the elements of taking care of a boat, her equipment, and his own gear.

To pass for "Mate," the youngster should "be able to handle a boat properly under all conditions with the emphasis on safety and care rather than speed and strategy. To know the elements of navigation, the rules of the road, and the principal racing rules. To be able to assume complete charge of a boat at any time and for any length of time." Splicing, palm-and-needle work, and more advanced knots are part of his requirements along with familiarity with all modern types of boats and sail plans and the ability to handle a spinnaker. He is expected to know the rules of the road at sea and the requisite navigation lights and sound signals; to box and steer by compass; to use charts and parallel rules, take bearings, and understand the meaning of buoys, lights and other aids to navigation. He must know how to trim sails on all points of sailing; to get under way from moorings, anchor or landing and to pick up a mooring; to anchor properly and land alongside a dock, float or another boat. He must also know the routine for such emergencies as a man overboard, capsize, squalls, grounding and broken gear. Also, he must know the "right of way" racing rules, No. 29–32, with definitions.

In other words, by the time he passes all these tests the boy (or girl) is a mate that any skipper could use.

To be rated as "Skipper," the youngster will have to know a lot of things that many of his elders who have been sailing boats for years haven't found out yet, and in this grade the emphasis is on racing. The "Skipper" must be familiar with all the racing rules, their purpose and spirit. Under "tactics," are required such matters as covering, backwinding, blanketing, starts, use of stop watch, selection of tacks in going to windward, taking advantage of tides, luffing, the lee bow position, the effect of a quarter wave, tacking down wind, rounding marks, finishing, and team race tactics — quite an order. As a navigator, he must understand the use and care of instruments, plot courses, work dead reckoning, keep a log, figure leeway and tidal set, take bow-and-beam and other bearings, figure danger angles, and work a chain of soundings.

Under "tuning a yacht" the prospective Skipper is required to show he can keep his boat's hull in racing condition, experiment with his standing rigging, break in and care for his sails and keep his running (rigging) in order. "Etiquette" covers such matters as boarding and leaving, hail and answer, use of code flags and other signals, and proper display of all flags at anchor and under way. He must even understand the use of the barometer and weather map, know the simple rules for predicting changes in wind and weather and be familiar with local wind conditions.

Quite an order, to be sure, and when the youngsters work their way into the "Skipper" rating a lot of them will be able to teach their fathers things they didn't know.

As a matter of fact, the Junior Y.R.A.'s list of requirements could profitably be applied by plenty of people other than juniors. Hundreds of grown-ups are coming into the game every year, fully as green as the youngsters in the junior classes, and any one of them could do worse than get a list of these requirements and start learning the answers from more experienced nautical friends.

The Junior Y.R.A. plan was worked out by a committee which includes Henry Hill Anderson, chairman, Jesse A. B. Smith, George T. Bowdoin, Charles A. Gordon, Jr., Collier Platt, John J. Radley, Jr., and J. Kenneth Bennett. Their report will be published in the next bulletin of the North American Yacht Racing Association, and it will be well worth any club's or individual's trouble to get hold of it.

From the standpoint of the kids themselves, I should think the system would be invaluable. One of the reasons offered for the overemphasis on racing in many clubs is that youngsters need the stimulus of competition to keep up their interest. Here is competition in the fundamentals of the game, with higher rankings and the kudos that goes with them as the prizes. The same sort of thing works in such organizations as the Sea Scouts. It also works with adults in, for instance, the Power Squadrons and will probably work the same way in the Coast Guard Reserve.

Part III

Homeward Bound from the Mediterranean, "Iris" Meets Bad Weather

By

JOHN MARTUCCI

CRUISING TO ITALY AND BACK

AFTER we passed out into the Atlantic through the Strait of Gibraltar, the blows we had on our way to the Trades were identical in behavior. They started with southwest gales accompanied by rain, blew harder after a lull, veered clockwise to the west, the weather cleared and, when the wind could be of help to us, it vanished. These blows, typical of these regions, lasted three or four days and seemed to be frequent at the autumnal equinox.

During the night of September 25th, we had heavy squalls. With the wind from WSW, we made little progress westward the whole day. Position at 5:00 p.m.: Lat., 34° 40′ N, Long., 9° 36′ W.

The following day the sky was gray with dark patches here and there. The wind, which hauled into the southwest, had a steady growl. The bowsprit thrashed the waves. Once in a while, a bigger sea stopped *Iris* in her tracks. She hesitated for an instant, then resumed her laborious trek to windward. As she labored and strained, a sense of melancholy and fatigue penetrated our very marrow.

The skipper did not like all the leaden gray around and above. He did not like the sullen growl. "Let's have it," he challenged in his diary. The weather obliged. The growl grew angrier and we took a double reef in the main. When it grew to a howl, we knew we had a full fledged gale.

It was blowing exactly from where we wanted to go — southwest. On the starboard tack, we could have sailed due south, perhaps east of it; we chose the port tack to make some westing. However, the wind shifted more to the west so we put her on the starboard tack, sailing in a southwesterly direction. A heavy sea remained from the southwest and she was taking it head on, leaping high on the crest of a wave and falling headlong into the trough. She did not go down with resonant booming but with sharp, vicious crashes. Driving a boat under such conditions is poor seamanship. We threw the sea anchor over.

I was disappointed. She did not lay to so well. I resolved to weight the sea anchor down next time and give it more scope. But there was not going to be a next time for that sea anchor. The sheave for the hawser in the bowsprit stuck and the anchor rode chafed and parted in a few hours.

With reefed mizzen and lashed helm, she lay to well. There we waited comfortably, squall after squall, until the wind abated, the rain flattened the seas and we resumed our run in quest of the Trades.

Our position on September 28th, at noon, was: Lat., 33° 30′ N, Long., 10° 42′ W, not far from that of September 25th.

On October 1st, in Lat., 30° 49′ N, Long., 14° 47′ W, we went through the same cycle. The wind, from the southwest, piped up to a gale. By the afternoon of October 2nd, we hove to under storm trysail.

I lift some comment Richard jotted down in the log book on October 3rd, at night:

"At last it looks as though it will clear. Four days of westerly gales have not done us any good. Everything on the ship is wet and clammy. The sea begins to calm down after having tossed us very nastily.

"Last night we hove to under storm trysail. It was my first experience with this type of sail. One minute we were tossed about mercilessly and the next — after we bent on the trysail and lashed the wheel — she rode like a duck.

"We are ten days out from Tangier and have covered 700 miles in the direction we want to go. And still no Trades."

Although the sea had moderated, there was still a heavy sea running, so we sailed under jib, jigger and double reefed mainsail until the morning of the fourth when the reefs in the mainsail were shaken out. With started sheets, she sailed splendidly under the three lowers.

When we were weary and disgusted with the head winds, the weather took a definite turn for the better. By the night of October 4th, the last sail — the jib topsail — went up. It was the only sail that pulled with a quiver as *Iris* nodded on the swells and the mast, bending slightly forward, slacked the headstay. The other sails were full and pulling stoutly. Wind abeam, course WSW. We were reeling off a good seven knots.

It was a night of stars. From the foam at the cutwater, phosphorescent specks fell, passing rapidly by the sides to join the others on the silvery trail astern. Once in a while, sheets of spray wet the deck. Then the luminous specks wandered undecidedly for an instant on the smooth, swaying deck, to roll like pearl beads down the scuppers. *Iris* dripped splendor.

We needed a night like that. It made us forget the tribulations of sailing when it was neither enjoyable nor glamorous but just plain misery.

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Spinnaker days came again — we did strike the Trades. It was about time. I had been talking so much about the Trades that the crew began to think of them as a legendary phoenix — "That it be, everybody says; where it be, nobody knows." Aboard, everybody was gay, full of song and ambition. The entries in the log book reflected this mood. On the fifth of October — the first time since September 2nd that we had the wind blowing fresh and fair — Richard wrote as follows:

"Course west. Wind north by east. Barometer 30:28 Starboard tack.

"This morning *Iris* spread her wings. Main, mizzen, flying jib, topsail, and spinnaker are all pulling for Bermuda. When Joe rouses out, he and I will hoist the mizzen staysail.

"We have a pact to work sails all day and night if necessary to get every inch out of the wind. We know that all we have to do is to give our ship half a break and she will fly home with us.

"How quietly those sails do their work! When we move like this my thoughts fly homeward on wings of song.

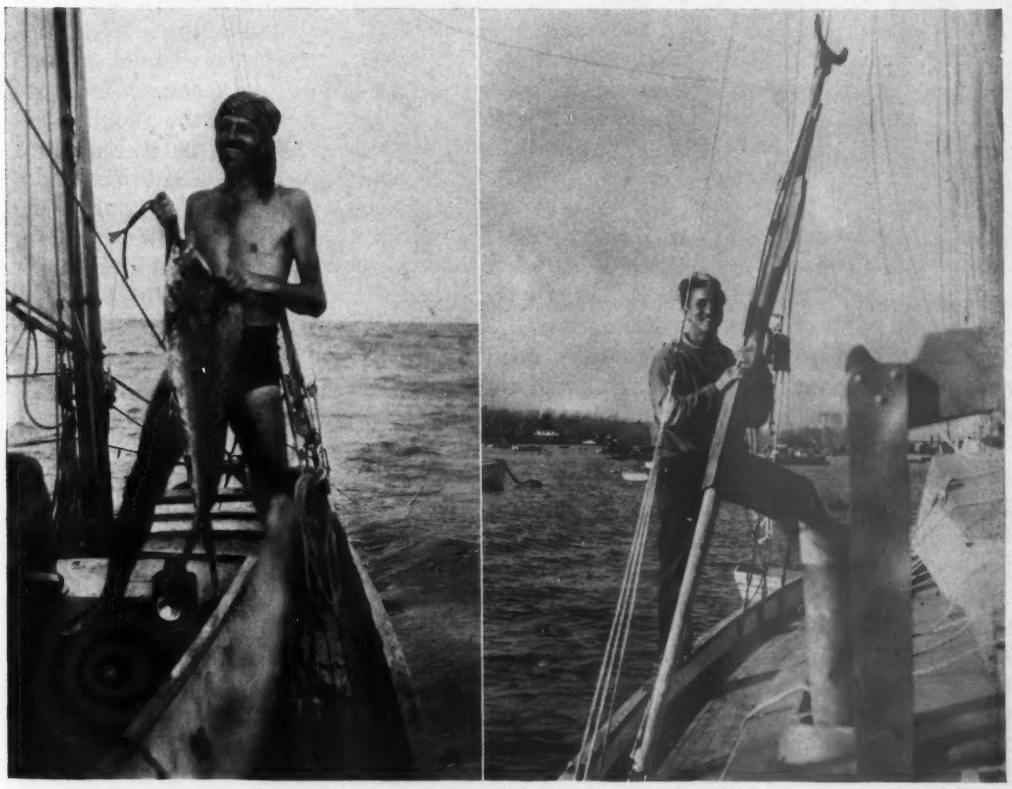
"The skipper spent most of the time navigating, it being the first time he could take sights in four or five days."

The noise of the bow wave was music to all hands aboard "Iris" as she stormed through it, homeward bound

The long period of head winds and calms heightened by contrast our enjoyment of the steady, reliable Trades. There was a subdued hum in the breeze as of a person busy at a congenial occupation.

In six days, the spinnaker came down but three times and only for a short while. The first time the fitting for the halliard had pulled out, I decided to put an eye splice around the mast. Meanwhile, Joe had come to the same conclusion and went up and did the job. It was gratifying to see the boys take a keen interest in the boat. Joe, alert and ambitious, elected himself first mate. The second time, the spinnaker came down because the after guy parted. The skipper rerigged the spinnaker boom for hard and prolonged work and the sail was rehoisted. The third time, the spinnaker was taken in, in a squall. It was not much of a squall — just enough to give Jack and Joe, who had rushed on deck naked, a tonic shower. I remained on deck to chat with Jack, who was at the helm, meanwhile putting the sail in stops. It was soon set once more.

We followed now the sweeping curve to the southwest that marks



When fish were wanted, we teased Richard and he produced. Right, home at last, Joe proudly displays the spinnaker boom, which he spliced and fished at sea

the sailing route by the Northeast Trades on the pilot chart, and kept south of it to remain within the belt. Our progress was spotted on the chart by evenly spaced dots — 150 miles per day, sometimes a little more, sometimes a little less. We had not sighted a ship since we had been east of Madeira.

During the first days of the Trades, all hands were busy renewing the gear, making bagywrinkle, splicing, serving, mending. Richard rigged up the vang tackle — just a guy from the end of the gaff to the weather bitt astern. This prevents the gaff from swinging and, at certain angles of wind, makes the topsail draw better.

Later, we began to scrape the deck, sandpaper, varnish, paint. True to tradition, we wanted to doll up the ship for her homecoming. With winds blowing fair and steady, there was seldom need to trim the sheets so, besides settling down to an orderly life with regular meals and regular rest, we had time for other pursuits. Jack, under much goading and a little guidance from the skipper, resumed his studies of navigation. He soon learned to work a traverse, to take a meridian altitude, and to work a time sight.

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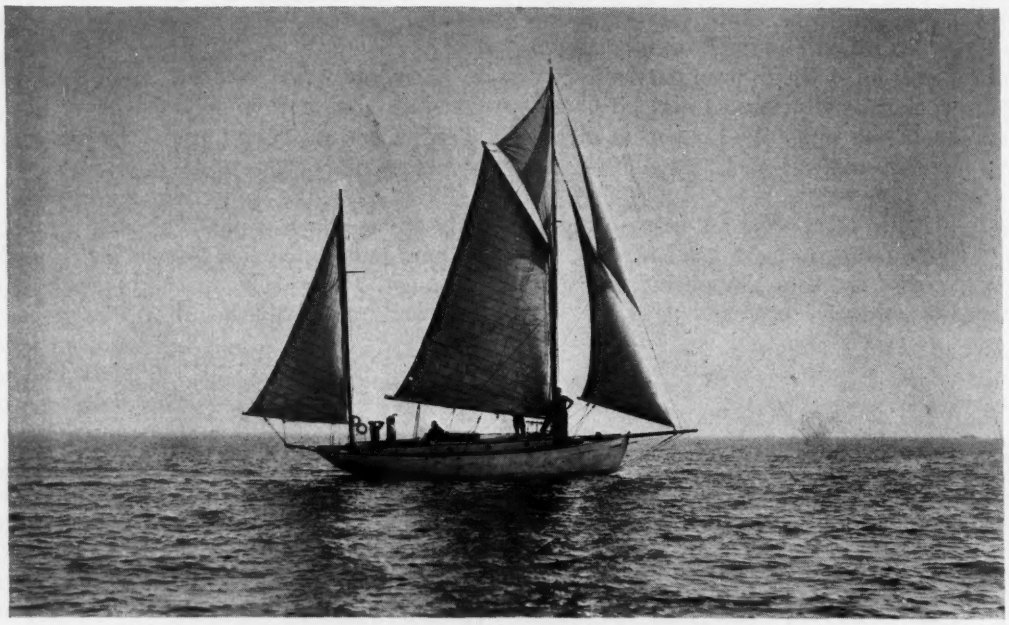
On the 12th of October, Columbus Day, we were only a few days behind Columbus' caravels and probably following their very wake. They landed at Watlings Island on October 12th, 1492; we hoped to land in Bermuda on the 26th, only two weeks later in the season.

October 13th fell on Friday — fish day. I wanted fresh fish, which depended on luck. Our luck was good. In fact, I started the day by having fish. A flying fish of respectable size hit the boom gallows and fell in the cockpit. Jack cooked it and presented it to me for breakfast. Excellent.



"Iris" jogging along in the Lower Bay after her return from her long voyage

It was a long time since we had pulled in a fish and that one had been landed by me. It was a dolphin, one of the prettiest creatures in the finned tribe. Actually, I do not deserve any credit because I happened to see the fish line converge toward the log and, when I hove it in, I felt there was a fish. It was Richard who always fussed with lines and lures. I had been teasing him about my catch and saying that he would never catch a pretty fish like mine. In fact, I bet him a dinner he would catch no fish at all until we made Bermuda. He saw two fish following the boat and baited a hook with the remains of the flying fish. He pulled in a dolphin — just as pretty as mine but three times as big.

We were even luckier with the wind.

"Richard is kicking because we made only 136 miles yesterday. He is always kicking," recorded Joe in the log book on October 12th.

In the days following, the breeze freshened and *Iris* ran homeward. We made our own the slogan of the clipper ship skippers: "What she can't carry, she'll drag." During the day of October 15th she dragged the topsail once and the spinnaker twice. Then, in the wee hours of October 16th, at 4:00 a.m., Joe, who was at the wheel, cried the alarm. We ran on deck stark naked and found the spinnaker dragging by the lee side; the pole had broken in two like a toothpick. We took in the sail and saved the stumps.

The log reading at noon on October 15th was 2583; the reading at noon of October 16th was 2764. We logged 181 miles from noon to noon. Position at noon of the 16th: 22° 54′ 50″ N, 44° 34′ W. The lowest latitude recorded was on October 14th, by a meridian altitude of the sun: Lat., 21° 56′ N.

Joe repaired the spinnaker boom. Considering our limited means, he proved a good surgeon in restoring that limb to the full performance of its function. When Joe finished his job, I expressed my doubts as to the amount of stress that spar would stand and expected to see the stick in splinters again at the first heavy puff. One night, while dozing in my bunk, I heard the water rush by the sides as if I were standing on the edge of a torrent. Jack, hack watch in hand, was hurrying to the taffrail log to time our speed. We were making about nine knots. That ought to be a good test for our boom, I thought.

Still, I did not like it. I could not divorce my judgment of the job from its appearance. I told Joe that it looked more like a crutch for a cripple than a spinnaker pole. However, when the spinnaker boom broke again, on October 23rd, it did not break in the same place. Joe went at it once more and put it together by encasing the last break and reenforcing the whole job with longitudinal battens, well fastened.

Our October 18th noon position was: 23° 40′ N, 49° 27′ W. We were north of the Tropic of Cancer again, which we crossed three times in a few hours. We found ourselves a mile or so north of it on the seventeenth, when I altered course more to the south because I did not want to make any appreciable northing until we struck the 55th meridian. The wind shifted so that we were dead before it. To avoid the possibility of jibing, I altered the course again, so we recrossed, heading northward, the tropic that we had just crossed on a course slightly south of true west.

With canvas spread whenever and wherever we could — even emergency sails were hung up — we continued our run before the friendly breezes, the while edging a little north of west. By October 22nd, when in Lat. 26° 09′ 49″ N and Long. 56° 42′ W, we had lost the Trades and were becalmed.

We did not have to whistle long for the wind. Good breezes came from different quarters but mostly on the starboard bow. We also experienced a few lulls and each lull felt like eternity. We were anxious to get to the outpost of the North American continent, the vestibule of our home — Bermuda.

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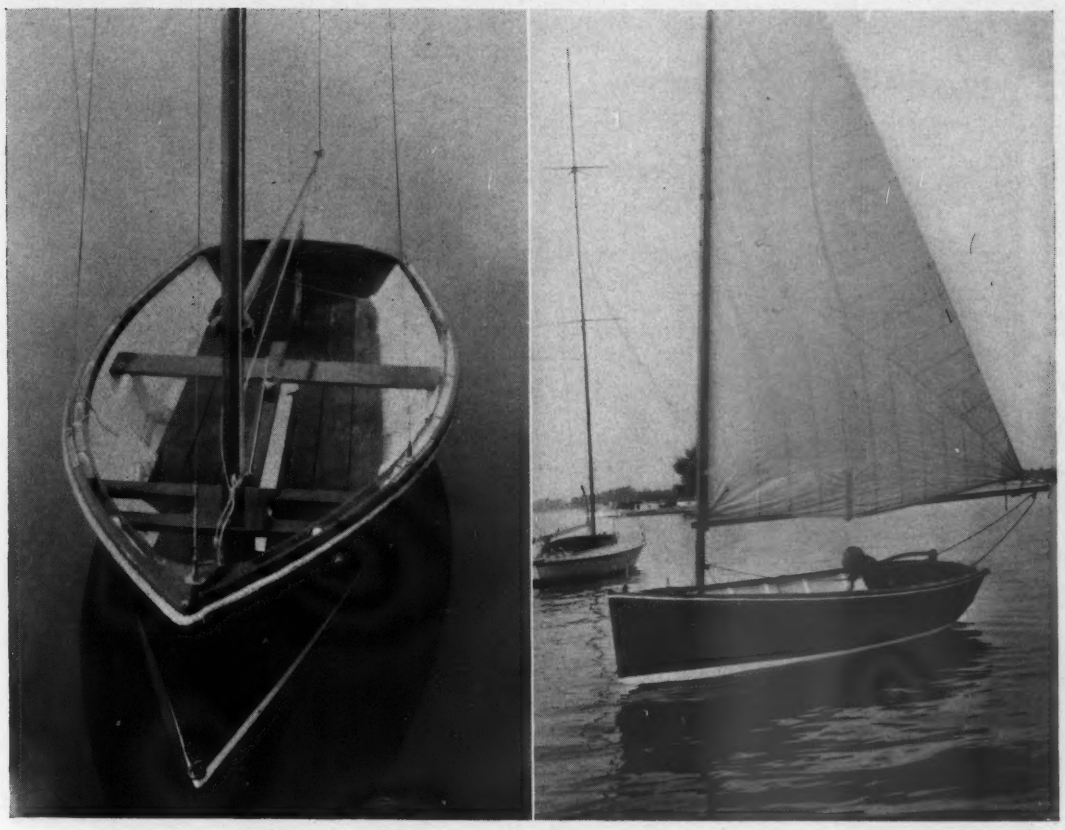


Two views of the Penguin, emphasizing the slim, easy entrance and high freeboard forward. These little boats are 11 feet 5 inches over all, 4 feet 8¾ inches beam, and carry 72 square feet of sail. Plywood enters largely into the construction of the Penguin

THE PENGUIN—A SMART SAILING DINGHY

A Rhodes-Designed 11½-Footer for Inexpensive Plywood Construction

By RUFUS G. SMITH

LOOK back over the last decade in the sailing field and think of some of the equipment and practices which are accepted today but didn't exist ten years ago. There are parachute spinnakers, stainless steel wire, plywood boats, and light weight anchors, and there's dinghy sailing. Of course, literally speaking, there were sailing dinghies ten years ago as there were twenty-five years ago and fifty years ago, but Frostbiting, the growing and enthusiastic college sailing clubs, and the hundreds of little tenders which drop over the side and sprout their wings for a lively sail around the harbor or a bit of leisurely exploring in shoal waters — all that has come in the last ten years. It has come more or less directly as a result of a crazy bet made some nine years ago which was settled by a sailing race on New Year's Day on Long Island Sound.

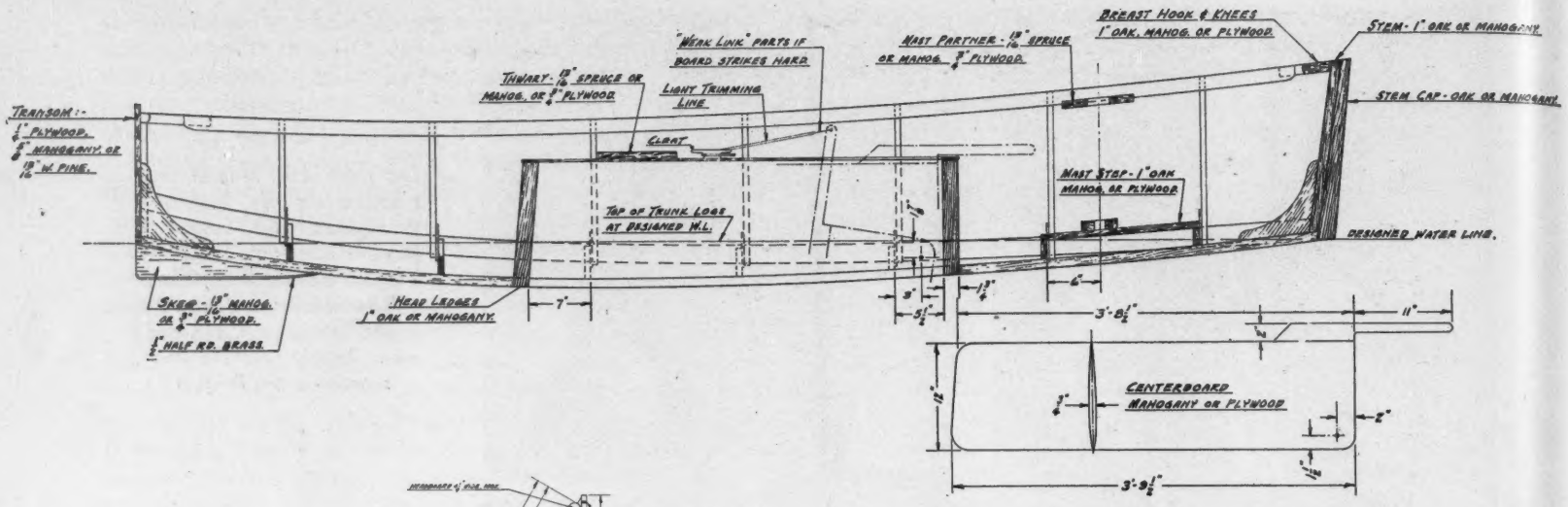
Dinghy sailing is well established in the Long Island Sound centers where it started and is still growing elsewhere.

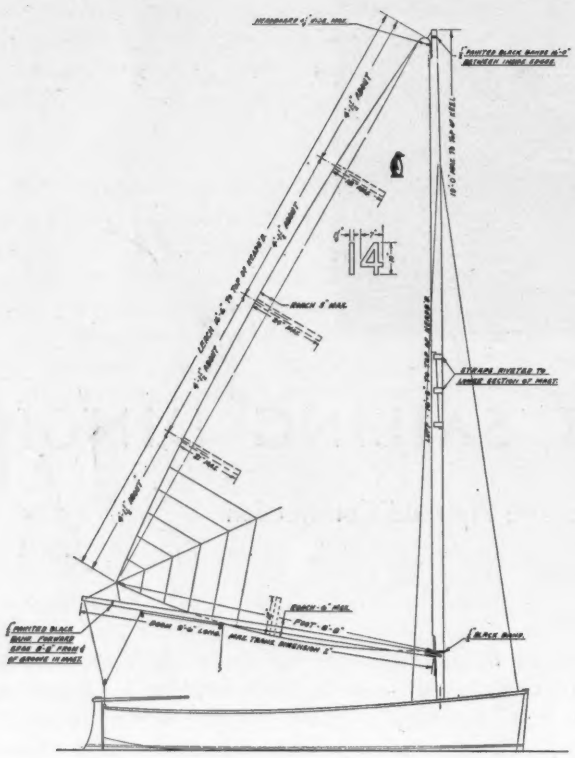
Sailing dinghies have had their greatest appeal for persons owning other larger boats. Most of the owners use them either as tenders which can be rowed on utilitarian errands and sailed for pleasure, or as racing craft for fall, winter or spring use, the summer being devoted to racing in larger classes or cruising. We have no statistics but it's a safe bet that among the college yacht clubs (except at M.I.T., where extensive facilities for recreational sailing are provided by the Institute), most of those participating in small boat sailing are owners or part owners of other boats in which they race or cruise during the summer. In other words, to most of those participating, frostbiting and other dinghy sailing is a secondary pastime.

During a dinghy race, one can see as many spectators who would like to be out there in boats as there are boats on the water. Also, practically every "crew" would jump at the chance to skipper his own boat, if he had one. All this suggests that dinghy sailing would be a much bigger and better sport if only the little boats didn't cost so much. Leonard M. Fowle's article on College Yacht Racing, in YACHTING for March, 1940, furthered this thought. The undergraduate sailors are going ahead steadily but college authorities, alumni and the sailors themselves would certainly show still more interest and enthusiasm if, for instance, $3,000 would provide a fleet of twenty or twenty-five boats instead of only ten. According to Mr. Fowle, the sixteen leading college sailing organizations have some 1509 members but only 185 boats, and half this fleet is at M.I.T. and Annapolis.

So there seems to be a wide open field for an inexpensive yet smart and attractive sailing dinghy; among the thousands of sailors and yachtsmen who cannot put $300 or more (the approximate cost of a highly specialized, modern dinghy) into a "second" boat; among the colleges; and among thousands of other younger sailors who have the urge but lack the cash to make more than a slight investment in a boat.

What are the desirable qualities in such a dinghy? First, she must have speed. Unless a boat can go out and sail with her contemporaries of the same size and type, she doesn't get far as a racing craft; the faster she is per dollar of cost, the better she will go over. Of course, there are hundreds of owners and prospective owners of sailing dinghies who declare that they are not interested in speed and bring up the time-worn chant: "What's the difference if they are all


BREAST HOOK & KNEES
1" OAK, MAHOG. OR PLYWOOD
STEM - 1" OAK OR MAHOGANY
"WEAK LINK" PARTS IF BOARD STRIKES HARD
MAST PARTNER - 13/16" SPRUCE OR MAHOG. 3/4" PLYWOOD.
THWART - 13/16" SPRUCE OR MAHOG. OR 3/4" PLYWOOD
LIGHT TRIMMING LINE
STEM CAP - OAK OR MAHOGANY
TRANSOM :- 1/4" PLYWOOD. 3/8" MAHOGANY, OR 13/16" W. PINE.
CLEAT
MAST STEP - 1" OAK MAHOG. OR PLYWOOD
TOP OF TRUNK LOGS AT DESIGNED W.L.
DESIGNED WATER LINE.
SKEG - 13/16" MAHOG. OR 3/4" PLYWOOD.
3/8" HALF RD. BRASS
HEAD LEDGES 1" OAK OR MAHOGANY
7"
3'-8 1/2"
11"
CENTERBOARD MAHOGANY OR PLYWOOD
12"
2"
3'-9 1/2"



one-design?" There is a difference and a big difference and those who say they are not interested in speed realize it when someone else with a boat of the same size sails circles around them. They don't like that at all.

Second, to be successful, a sailing dinghy should be modern and attractive in appearance. Beautiful is not necessarily the word, for what is beautiful to one may not be to another. For instance, a long water line is so important to speed in a small boat that to the man who is looking for speed the boat can't be attractive without a long water line.

Versatility is another most desirable feature in a sailing dinghy. In the brief period a few years ago when open B Class competition flourished, dinghies were developed which were "whizzes" in light air but bogged down completely in a breeze. Nobody wants a boat like that. A successful one-design dinghy should perform and handle well under varied conditions and on all points of sailing. If she is to be used as a tender, she should also row and tow reasonably well.

Many sailing dinghies are subjected to a great deal of launching and transporting about, so to qualify in the trailer and car top leagues they should not be too heavy to be easily tossed about by

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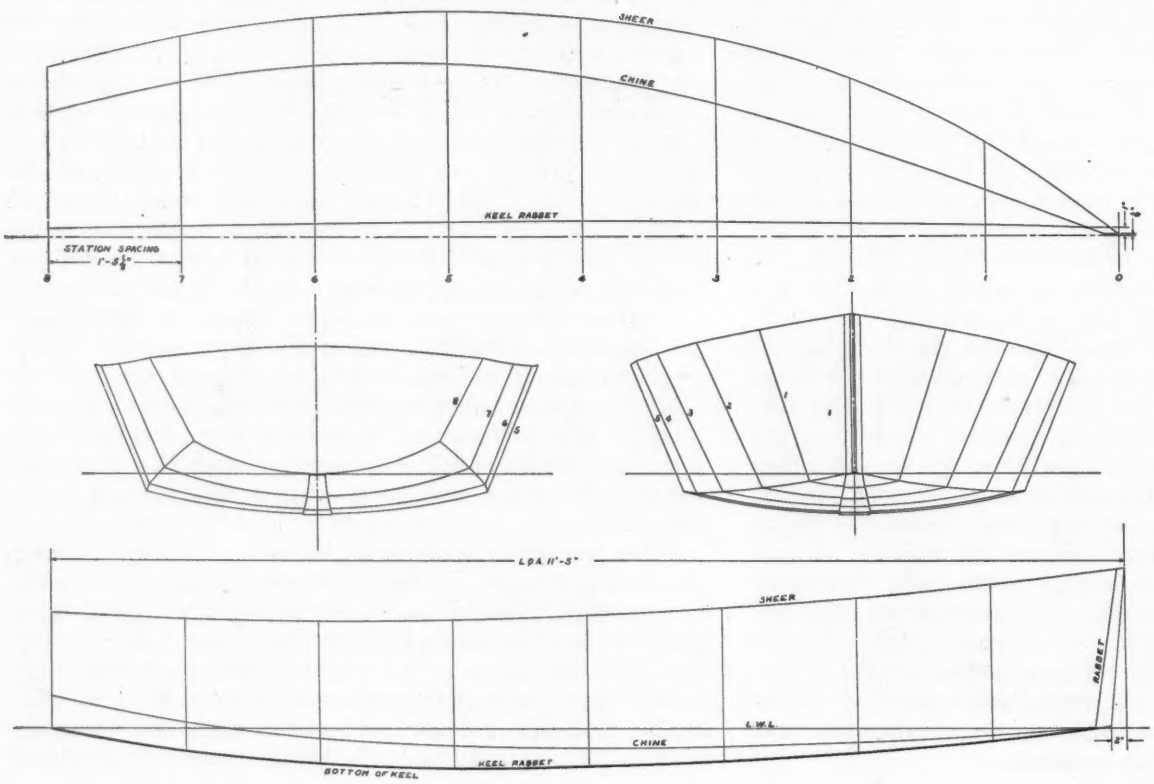


With straight sides and only seven frames, the Penguin is easy and inexpensive to build. The planking consists of four pieces of 1/4-inch waterproof plywood. At the top is a profile of construction details of the hull and centerboard. In the center is the sail plan and at the left the half breadth plan, body plans and the sheer plan

Lewis S. Collins

Game fishing has its thrills, as when a tarpon leaps into the air in a shower of spray

BIG GAME FISHING

The Novice Should Profit by the Guide's Experience

By LANSDELL ANDERSON

WHEN a beginner tries his hand at the sport of game fishing, he naturally wants action within a reasonable time. Barring a strong run of luck, good or bad, the results obtained during his first season on the trail of the "big ones" will be entirely dependent upon the way in which he attempts to turn the trick. A start on the right tack often determines the final standing.

A number of YACHTING's readers have expressed a keen desire to tie into a few game fish. Each, in his letter to us, professed an entire lack of experience in the sport. A barrelful of bluefish, bonita and weakfish would easily cover their combined catches in the past.

One, spurred to action by reports of newly-discovered swordfish grounds not far from his home on the California coast, requested detailed advice regarding the tackle which he should purchase. He also desired full information covering the fishing methods which should be employed to hook, play and land his first swordfish. Another, a boat owner in Massachusetts, advised that he intended cruising down to Ocean City, Maryland, for a whack at the summer run of sporty white marlin about which he has heard glowing reports. His questions pertained to tackle, fishing methods and season. Realizing that his stock cruiser was not designed for such an ambitious undertaking, he expressed willingness to make any changes necessary.

Several inquiries requested similar information regarding bluefin tuna fishing at various points between Nova Scotia and the Bahama Islands. Others evinced an itch to tag a tarpon or sailfish as a starter. Notwithstanding the fact that not one of these boat owners can boast of previous experience with anything larger than a panfish, each wants to turn this neat trick while fishing on his own cruiser. And therein lies the rub.

It is a comparatively simple matter to prescribe the correct tackle, from rod butt to hook, for the novice to use in fishing for a certain species of game fish in some particular style and size of boat. Queries relative to specific phases of the sport — the best seasons and peaks of runs, the most productive fishing grounds, lures and baits, fishing cockpit layout and outrigger designs — are no more difficult to answer. When a beginner requests information covering general fishing methods which will spring him from the minnow stage straight into the big game fishing circle on the

(Continued on page 96)

UNDER THE LEE OF THE LONGBOAT

By "SPUN YARN"

THE Habana Yacht Club, a well-to-do organization, has a scheme for encouraging sailing enthusiasm which might well be adopted by other clubs. Each fall an elimination contest is held for all those who have not placed during the season's races. To the winner goes a brand new Star boat. The only string attached to the prize is that the owner must maintain and sail her for five years. After that she's his, or hers, to sail or sell. Thus the club's fleet grows at least one boat per year, and thus are avoided the liabilities of club-owned yachts, which are raced and neglected by all.

In the last few years our naval establishment has taken several steps toward developing a friendly feeling among yachtsmen. The intent is, of course, to establish a natural reservoir of seagoing recruits from which to draw in war time. But now we see a sudden reversal of policy. From San Diego has come the warning that yachtsmen must keep away from the Fleet and not take any pictures of it. This is a pretty kettle of fish. How does the Bureau of Navigation expect us yachters to command battleships in time of war if they won't let us go near them in the present "limited emergency?" Or is this an indirect warning that aliens have bored into the yachting fraternity and that we are no longer to be trusted? It sounds slightly cockeyed and dictatorial to me — as I may as well state while I still have the opportunity.

Overlapping into the book review department momentarily, I want to register a strong opinion in favor of Weston Martyr's "The Wandering Years." There's not much sailing in this autobiography of a famous yachtsman, but there are enough sailors acquainted with his cruises and writings to make a large natural market for his book. You'll like it, and so will your adolescent son for whom, in a manner of speaking, Wes wrote it. It contains action and gore, plus the philosophy of a man who has passed through disillusionment and war and has found contentment.

Grab your hats, boys, as I'm skidding down an old and slippery trail. Some of the sailors who participated in the St. Pete-Habana race complained that the local rating rule is unfair to good boats and asked me to say a word in favor of switching to the Cruising Club rule. I said I'd be more likely to stick out my neck in the opposite direction, and so, after scientific investigation, it proves. I find that the St. Petersburg Yacht Club has sailed its Habana race three times oftener than the Cruising Club has sailed the Bermuda race. Not earlier but oftener. I deduce that each club is no less anxious than the other to handicap for close results, and I contend that a club is entitled to run a race any way it pleases, without too much deference to the wishes of the visiting firemen. If the firemen don't like the way a race is run, it's their privilege to stay out of it. I've done that in a couple of instances without giving offense to anybody.

So. The St. Pete rule takes the square root of working sail area as a boat's official "length" and applies an allowance of twenty minutes per foot of length in arriving at handicaps. Propeller and rig allowances which are also granted are about as usual. The St. Pete ratings in the yawl division were: *Wakiva* (scratch), 46.9; *Gulf Stream*, 43.7; *Good News*, 43.0; *Condor*, 41.2; and *Stormy Weather*, 36.5. The race was sailed and in this division where the closest competition existed the results were about as expected, except that *Good News* beat the fleet boat for boat and saved her time on *Stormy*. Here is the official summary:

Yacht	*Place*	*Corrected Time*
Good News	1	35:58:43
Stormy Weather	2	36:24:16
Wakiva	3	37:19:01
Gulf Stream	4	37:59:49
Condor	5	39:23:18

A circumstance not shown in the summary is that Olin Stephens designed the first four boats in the division. This was a break for me as all I had to do to get their Cruising Club ratings was call up Rod and ask him to call me back. He did, stating that their ratings under the Cruising Club rule which was in effect in March were: *Gulf Stream* (scratch), 54; *Wakiva*, 50.9; *Good News*, 48.07; and *Stormy*, 40.76. Note that *Gulf Stream*, which is a larger yacht than *Wakiva*, displaces her at scratch, but that otherwise the rating order remains the same. With allowances figured for a 284-mile course, the finish order of these four boats and their corrected times become the following:

Yacht	*Place*	*Corrected Time*
Good News	1	35:53:21
Stormy Weather	2	36:22:09
Wakiva	3	36:37:19
Gulf Stream	4	39:03:49

So what's all the shooting for? If I had *Condor's* rating handy I might find that she pushed *Gulf Stream* into last place. Otherwise, the results, being exactly the same, prove to me that the St. Pete outfit hasn't forgotten how to run a race

(Continued on page 100)

Rosenfeld

This Elco Cruisette is owned by Allan T. Towl, of Shelter Island, N. Y. She is 44' 5" in length over all, 11' 9" beam and 2' 11" draft. Two 115 hp. 8-cylinder Chrysler Royal engines with reduction gears give her a maximum speed of 20–22 m.p.h.

"VACUNA," A FAST MOTOR CRUISER

Above is a view of the double stateroom amidships with upper and lower berths to starboard and bureau and wardrobe opposite. Looking aft through the passageway between galley and bathroom, one catches a glimpse of the deck cabin.

The deckhouse is a light and airy room. The dinette, to starboard, may be made up into a double berth while the divan becomes a single one. The steering wheel is adjustable so that the helmsman may either sit or stand at his work.

THE AEROSAIL — A DEVELOPMENT

An Aeronautical Engineer Turns His Hand to the Field of Yacht Design

By FRANKLIN T. KURT

LET us consider two groups of related objects. The first will include a turbine blade, a bird wing, a boomerang, a fan blade, an airplane wing, a maple seed, and both a marine and an airplane propeller blade. The second group will include a bat wing, a butterfly wing, the wing of any insect, and a sail. The purpose of all of these objects is to impart energy to, or extract it from, a moving stream of fluid.

All those in the first group are stiff and strong. They have a definite thickness and a characteristic airfoil shape and are considered efficient for their purpose. Those in the second group are mere webs, of single surface thickness, and they are all inefficient. They "flutter" and are weak structurally. Take, for example, the contrast in efficiency of the flight of a humming bird and a butterfly. Even though the humming bird may be heavier and smaller than the butterfly, it far excels in flight performance. The same is true of a bird and bat of comparable weight and size. Also, unfortunately, the same is true of a sailplane and a sailboat.

Aeronautically, a sail is flimsy and of inefficient form. It has only one surface and a mast in front that spoils its shape. Before it can be moved into the first group above, it must be given two surfaces with a thick space for strength members between. When this is done, it can also be decreased in size and smoothed down to the same fundamental airfoil shape possessed by all the other objects in the first group.

Let us state at the outset that we are talking about airflow over the sail and not into it. Nature has designed nothing better for drifting down wind than the milkweed seed that stretches out to catch all the air it can, nor has man designed anything better than the parachute spinnaker for the same purpose. But for really fast motion, nature relies on cross-fluid forces, and so we can improve our speed most by working on our head wind problem. A marine analogy of this principle is the airfoil-shaped fish which is a much better swimmer than the marine parachute, the jellyfish!

A brief study of the force diagram of a boat beating into the wind convinces us of the need for improvement. Figure A shows a conventional sailboat in this condition. We must first locate the forces on the sail in relation to the apparent wind, both in the line of the wind and perpendicular to it. This is a fundamental start for all aerodynamic problems. We find that a drag, D_1, and a lift are created. For a good airfoil, the drag is about one-twelfth of the lift or less. To make the diagram clear, we have shown it about one-third of the lift, which seems none too much from what data we have on such a poorly shaped airfoil as a sail, with a great eddy-producing mast right at its most delicate leading edge. The single resultant of the lift and drag forces is labeled R_1. This is the force acting through the sheets and the mast on the boat and split into its components along the axis of the boat into the thrust, T_1, which is a small force indeed and our only useful one, and the leeway, which is entirely wasteful.

Let us now consider the sail improved by any means so that the drag is only one-half the original as shown by D_2. The lift remains the same. A new resultant, R_2, is formed, not as long but sloped much further forward, and its new thrust component, T_2, is more than twice as great as before. You may use it either in the form of more speed on the same course or by pointing better. This is the explanation of why that annoying and apparently trifling little flutter in your leach detracts from your ability to go to windward. To have any thrust at all under those conditions, you have to pay off, even though the sail appeared — and was — well filled. A good airfoil shape will also improve the lift and, consequently, the thrust again, but this is not as effective as a decrease in drag.

We have all observed that the pull of a small jib is often equal to or better than the pull of a large mainsail. We must either eliminate the mast (as with the jib) or get it inside. Airplane design clearly shows that the latter is best.

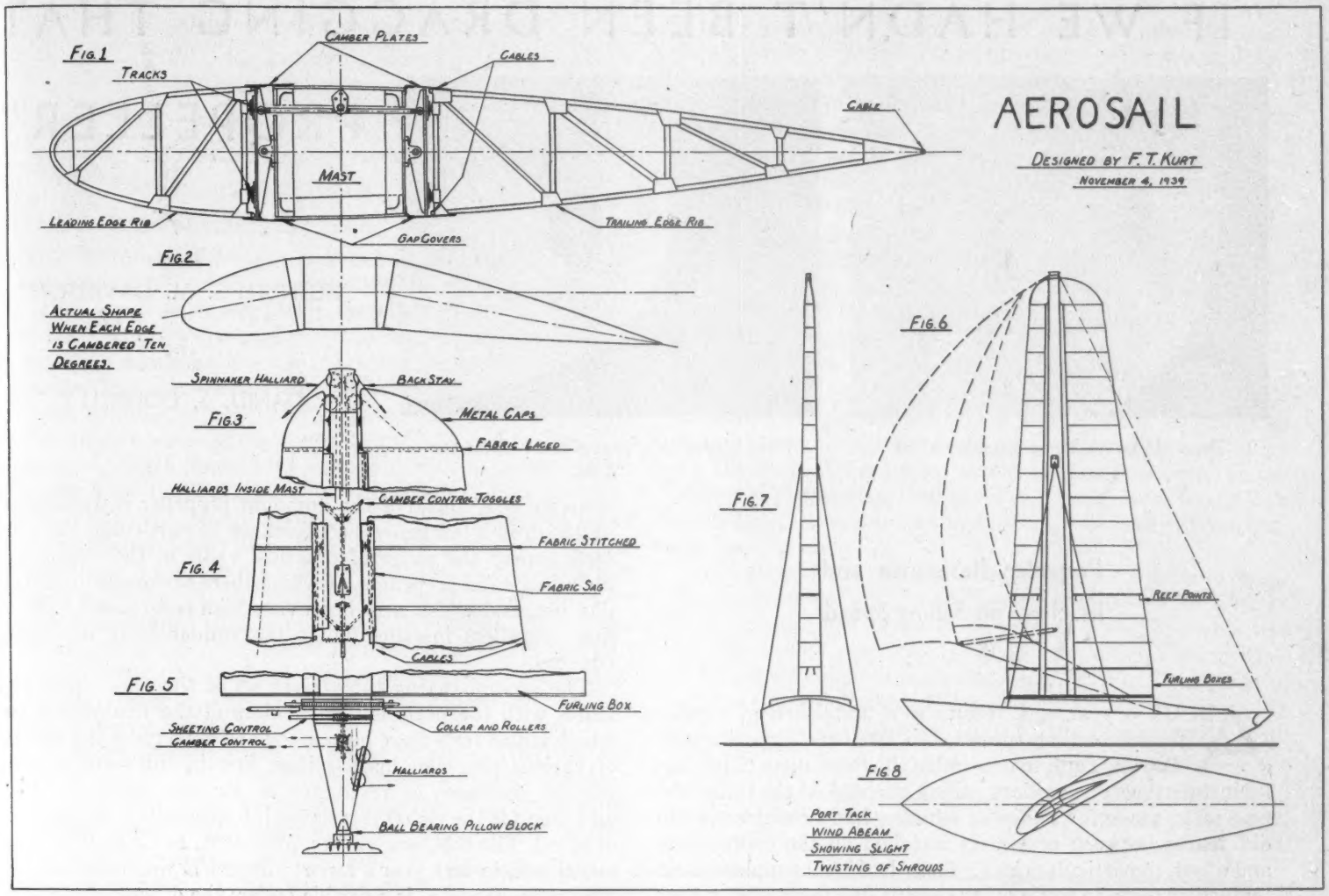
Sail pattern has evolved steadily along the lines of better efficiency for into-the-wind work. It has changed from a squat, low affair to a high, narrow one approximating a blade or airplane wing with good aspect ratio. (This is the aeronautical term for expressing the ratio of height to the width, or mast to boom.) Professor Curry went as far as he could in adapting and adopting airplane principles to sails, and with great success. He pointed the way, but he was finally stopped in his experiments by structural limitations. There is no reason, however, why we should not borrow more from the aeronautical field and adapt its structural features as well.

Airplane wings have been mounted on sailboats several times. They proved to be fast and efficient for the *one* condition of wind and angle for which they were mounted, but they were hopeless on any other point of sailing and, of course, they were impossible to handle or furl. Their restrictions were not aerodynamic but structural.

It is fairly easy to study the vast wealth of aeronautical theory and experiment and determine what we should have. We need as high and narrow a vane as weight and expense limitations will permit. It must be *smooth* and of airfoil shape. It must camber or bend either way and to any desired amount. It must be curved to port for that tack (**Fig. 8**) and curved to starboard when on that tack, and it should have a deep curve for gentle winds and a much flatter curve for strong winds. Furthermore, it must be sheeted, as our present sails are. An aeronautical man would say that its angle of incidence would have to be adjusted for the apparent wind, which merely means that it must be rotated about the mast to obtain the best setting for the course.

At first, this seems like a stiff order but a happy combination of circumstances point toward a solution. The design of airplane spar and rib structures is now refined to a science. Light weight, easily worked materials have been developed: duralumin and stainless steel sheet in the airplane industry and bakelite bonded plywood in the marine industry. Furthermore, a whole new field of compact, high strength yacht hardware is now available. Taken together, they give most of the answers for the structure we need.

Referring to the diagrams, Figure 1 is a cross section of the Aerosail. It happens to have a National Advisory Committee for Aeronautics airfoil section Number 0015. This is an airfoil with no initial camber or curvature and is 15 per cent of the chord (cross section) in thickness. Like all airfoils, its maximum thickness and uncambered center of pressure lie close to a third of the length from forward, the point which we have chosen for the center line of the mast.



For simplicity, this is made square, except for the slight curvature of the sides. It may be made of riveted duralumin or stainless sheet but is here detailed pretty much to the dimensions of plastic bonded plywood.

If we now take the leading edge and the trailing edge and deflect them to the same side, we camber the airfoil. This may be done in a variety of ways. Conceivably, long torque tubes could be run up the front and the rear of the mast and twisted the right amount. If the tube were made as thick as the section at that point, a tight seal could be made with a curved front face of the mast, which might be a neat way to do it and just like the tail surfaces of an airplane. At first examination, this method looks expensive and an alternate method is shown.

On both the front and rear faces of the mast, a flat plate is attached at short intervals by small fittings and probably

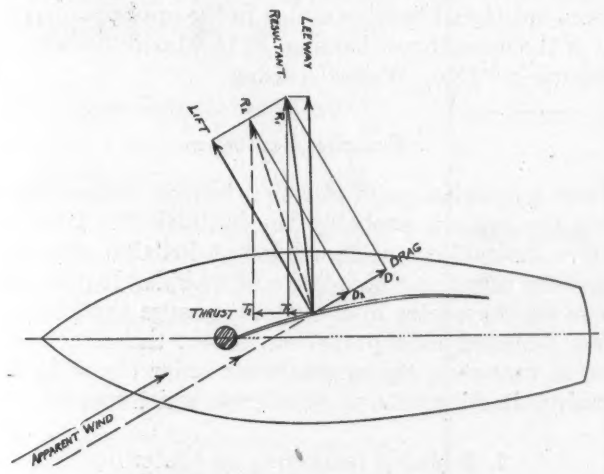


Diagram of forces acting on a sail

pre-sealed needle bearings. Through a push-pull tube that runs within the mast in numerous guides, these plates are deflected to the desired deflection by toggle rods. The toggles run through holes in the faces of the mast and are shown in side view in Figure 4. The spacing of toggles and bearing attachments of the plate will depend upon the stiffness convenient to build into it and will be subject to experiment. Probably a bearing at every rib and a toggle at every second would be a good first trial.

There will be a gap between the deflected portions of the airfoil and the spar, but these are frequently closed with cover plates in airplanes, and it is simple here to seal the gaps by thin strips of stainless with small springs to hold them tight to the spar edges over which they slide. Figure 2 shows a cross section of the airfoil when fully cambered, indicating that a smooth section results from this method of curving the sail. When the toggle rod is moved in the opposite direction, it gives a lesser or opposite camber for the starboard tack.

The surface cloth will be a light, closely woven fabric with as little stretch as can be secured. It will be attached to the rib members by conventional aircraft fabric stitches. Possibly a light sizing or doping will be desirable but this must not be too heavy as the whole sail is to furl down into a special box provided for this purpose at the foot of the mast. The sail is set, telescope fashion, by hoisting the forward and after portions separately by halliards, the ribs sliding up the camber plates on double tracks. Perhaps a downhaul will be needed if the friction is high, but modern track hardware is mighty slippery. Light, faired metal caps will finish the top of each edge and serve to pull the whole fabric evenly taut when the halliards are set up tight.

As indicated in Figure 3, the halliards will terminate in a

(Continued on page 114)

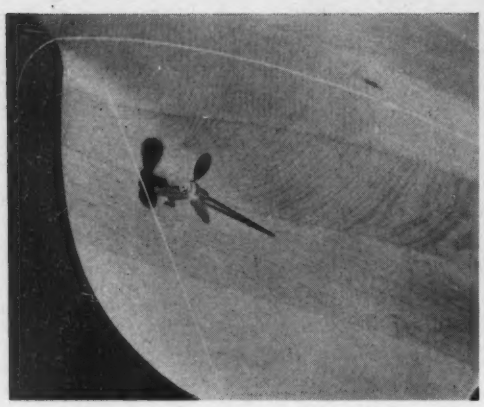
"IF WE HADN'T BEEN DRAGGING THAT PROPELLER"

By

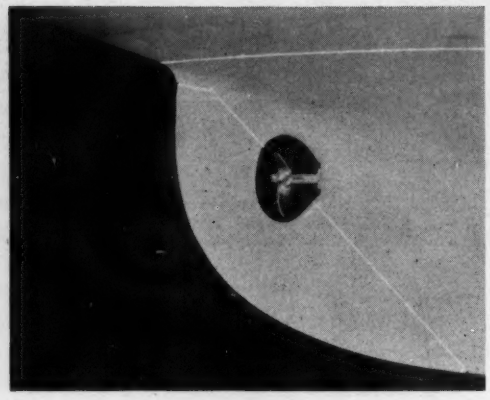
KENNETH S. M. DAVIDSON [1]

and

DANIEL S. CONNELLY



Three-bladed feathering propeller offset



Three-bladed solid propeller on center line

Propeller Resistance and Its Effect on Sailing Speed

ABOUT a year ago, results were published of certain model tests made at the Stevens Experimental Towing Tank to determine the resistances of propeller installations on auxiliary sailing yachts.[2] At that time the first tests, made for Philip L. Rhodes, had brought out the differences between propellers installed on the center line, and offset, in particular cases.[3] These had been supplemented by further tests, to settle other specific design questions, and it was possible to form a preliminary picture of the problem of propeller resistances in general. Since that time, a more consistent series of tests has been made for the Cruising Club of America, which has helped materially by filling in the gaps left by the earlier work and thus providing a better basis for understanding the problem as a whole. This report covers all of the information gathered to date.

Before going into detail, it may be well to recall some of the differences which distinguish one propeller installation from another and which can affect resistance. The most important of these appear to be:

1. The type of propeller and number of blades
2. The size of the propeller relative to the size of the yacht
3. The location with respect to the center line of the yacht, "center line" or "offset"
4. The location vertically with respect to the draft of the boat
5. The size and details of appurtenances, the stuffing box, the shaft and strut in the case of offset propellers, the "fairness" of the installation as a whole.

By no means all of the practicable combinations of these factors have been covered by model tests, but the new tests made since last year have widened the scope of the available information to a point where it is possible to set up a reasonably satisfactory framework within which to define the resistances of most of the common propeller installations, and to draw a few general conclusions. In particular, the new tests extend the range of practical value of the results by including solid propellers, of which there are many in everyday use, and which may have very high resistances. Center line propellers installed abaft the rudder have not been covered.

The accompanying table gives all of the test results. It starts with the pertinent particulars of the five yachts on which model tests have been made and then gives the effects of various propeller installations, first in the form of percentage increases of resistance at average sailing speeds, and then (at the right) translated into percentage reductions of speed. The first four yachts, Models A, B, C, and D, were mentioned in last year's report; Model E was used for the new tests. Model B is a double-ender; the others have counter sterns. All are models of modern cruising boats designed for ocean racing. The propeller installations were in every case such as would be practicable in full size and would drive the boat satisfactorily under power.

As noted in the table, all of the tests were made with the propellers locked, not free to spin. There would be little point, to be sure, in allowing a folding or a feathering propeller to spin. It is true — and it has been confirmed once more by a series of special tests recently conducted at the Tank — that the resistance of a solid propeller may be considerably reduced by allowing it to spin freely. But it has to spin *very* freely to have any real advantage and, in practice, so few propellers are allowed to spin at all that tests for this condition have not seemed worth while. Free-spinning propellers are likely to be noisy and to cause vibration at the high rotative speeds associated with high sailing speeds; further, to work satisfactorily, they must have a carefully worked out thrust bearing acting in the opposite direction to that of the main thrust bearing. E. G. Martin discusses these problems in "Deep Water Cruising."

Propeller Resistances

From a practical point of view, the most interesting thing about the table is probably the indication it gives of the relative desirability of the different installations. Folding propellers, offset and high up, and 2-bladed feathering propellers on the center line, evidently cause the least resistances; 3-bladed solid propellers, offset, the greatest. With these as extremes, the approximate order (for a fixed submersion), starting with those of least resistance, is:

1. 2-bladed feathering on center line
   2-bladed folding offset

[1] *Associate Professor of Mechanical Engineering and Director of the Experimental Towing Tank, Stevens Institute of Technology, Hoboken, New Jersey.*

[2] *"Center Line or Offset?" by Kenneth S. M. Davidson,* YACHTING, *April, 1939.*

[3] *"Propellers for Auxiliaries," by Philip L. Rhodes, the Rudder, April, 1938.*

2. 3-bladed feathering on center line
3. 2-bladed feathering offset
   2-bladed solid on center line
4. 3-bladed feathering offset
5. 3-bladed solid on center line
6. 2-bladed solid offset
7. 3-bladed solid offset

The enormous difference between the resistances of the extremes is, however, scarcely less interesting. With installations of least resistance, the effect on the over all resistance is almost negligible; with those of greatest resistance, the additional resistance reaches the astonishing value of one-third the resistance of the bare hull.

An addition of this order of magnitude obviously alters the whole resistance characteristics of the yacht. That it is possible, with a propeller of reasonable size, is, in fact, ample evidence of the high degree of refinement which has been achieved in the design of yacht hulls. When a 36-foot yacht with a displacement of 15 tons has only three times the resistance of a propeller of only 20 or 21 inches diameter, it is clear enough that the form of the yacht herself must be highly developed from a resistance standpoint. This is one reason, of course, for the difficulty of making important improvements in the succession of new yachts coming from designers' boards, especially under the restrictions imposed by the measurement rules.

A more detailed study of the table shows: that a solid propeller may have from four to seven times the resistance of the corresponding feathering propeller; that, in offset installations with relatively long shafts, like those of Models D and E, the shaft and strut alone may contribute a large part of the resistance; and that an offset installation may cause from two to six times the resistance of the corresponding center line installation.

The last statement cannot be dismissed, however, without further comment. It is true that, with a propeller of given type and size, the center line position has the advantage if the submersion is fixed. But, by using an offset arrangement, it may be possible to locate the propeller much higher than could easily be done on the center line,[4] and the advantage thus accruing may be sufficient to wipe out the inherent disadvantage of the offset location. Fortunately, this complication of the comparison does not occur frequently because construction details or internal layout usually fix the height of the shaft line to within comparatively narrow limits.

The table describes the relative height — that is, the vertical location of the propeller — in terms of "Submersion — per cent of Draft." This description has no particular significance, in itself. It is used merely as an index of the extent to which the propeller is blanketed by the hull. In normal yachts, a small submersion means that the propeller must be close up to the mass of the hull and therefore, to some extent, within the body of water being carried along by the hull. While by no means in exact measure of the degree of blanketing, "Submersion — per cent of Draft" is a fairly good approximation and it is at least easily determinable for any yacht.

It will be noted that the resistance of a propeller is rarely the same for the upright and heeled positions of the hull. In most, though not all, cases, the resistance is somewhat less for the heeled position. However, the differences are not great nor of much ultimate consequence. What is perhaps of more importance, though it is not specifically mentioned in the table, is the evidence that, in the heeled position, an offset propeller on the weather side always has much less

[4] *Center line propellers abaft the rudder are disregarded throughout this discussion. They probably have low resistances but there are no test data for them available.*

Model Tests of Propeller Installations on Auxiliary Yachts

	Model	L.O.A. Ft.-Ins.	L.W.L. Ft.-Ins.	Beam Ft.-Ins.	Draft Ft.-Ins.	Sail Area Sq. Ft.
General Dimensions of Yachts Tested	A	45-10	34-0	11-3	6-6	963
	B	46-3	37-6	12-6	4-9	999
	C	55-9	40-6	12-6	7-9	1341
	D	74-0	49-6	14-10	8-10	2250
	E	47-8	34-0	11-4	6-10	998

Results

	Type	Submersion % Draft	Model	% Increase of Resistance over Bare Hull Resistance: Running	Close-Hauled	Average	% Reduction of Speed from Bare Hull Speed: Running	Close-Hauled	Average
Propeller on Centerline	2-Bladed Feathering	56	A	0.8	1.1	1.0	0.1	0.3	0.2
		38	B	~	5.9	~	~	1.8	~
		56	D	8.2	6.9	7.6	1.2	2.0	1.6
		36	E	1.4	0.8	1.1	0.2	0.2	0.2
	3-Bladed Feathering	36	E	4.2	2.2	3.2	0.6	0.7	0.7
	2-Bladed Solid	36	A	~	3.6	~	~	1.1	~
		36	E	8.0	7.0	7.5	1.2	2.1	1.7
	3-Bladed Solid	36	E	24.0	18.7	21.4	3.2	5.6	4.4
Propeller Offset	Shaft & Strut Only	56	D	~	7.7	~	~	3.9	~
		36	E	5.0	4.0	4.5	0.7	1.2	1.0
	2-Bladed Folding	21	C	2.5	0.0	1.3	0.4	0.0	0.2
		56	D	~	17.0	~	~	5.1	~
	2-Bladed Feathering	29	A	3.6	4.8	4.2	0.5	1.4	1.0
		27	B	~	8.3	~	~	2.5	~
		56	D	13.3	20.3	16.8	1.9	6.1	4.0
		36	E	8.0	7.0	7.5	1.2	2.1	1.7
	3-Bladed Feathering	36	E	9.5	8.5	9.0	1.4	2.6	2.0
	2-Bladed Solid	36	E	28.4	24.0	26.2	3.8	7.2	5.5
	3-Bladed Solid	36	E	38.1	34.0	36.1	5.0	10.2	7.6

1. All data are given for propellers having a diameter equal to 5 per cent of the l.w.l. length of the yacht

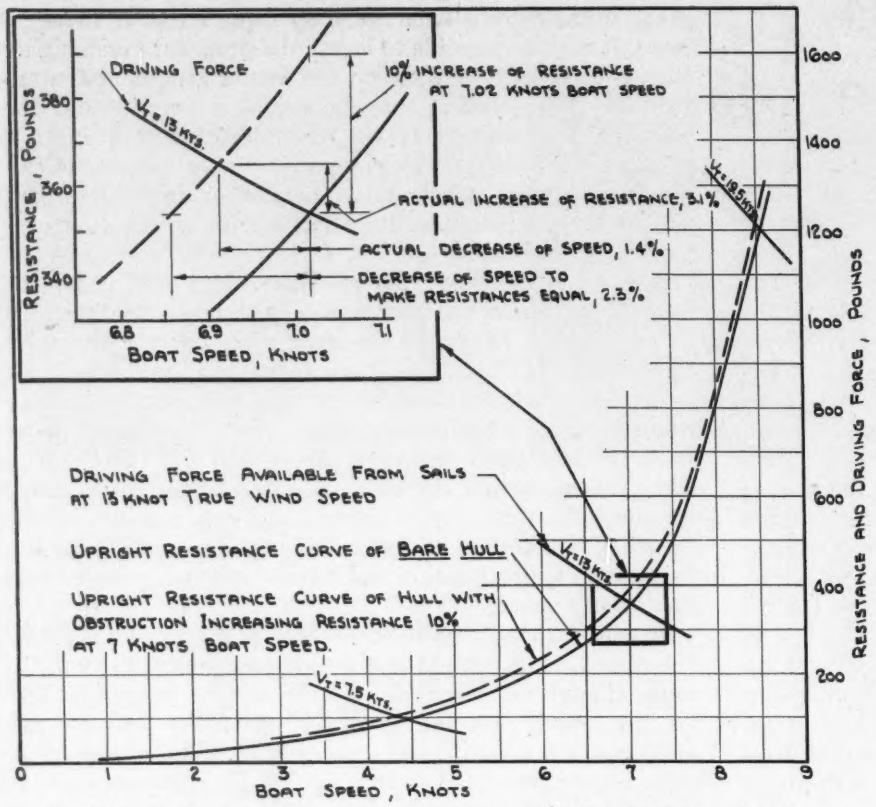
2. Propellers were locked during all tests

3. The results in the table are based on tests under conditions corresponding to a true wind of approximately 13 knots

4. Running tests were made with the model upright; close-hauled tests with the model heeled at 20° and having appropriate leeway

5. The "% Reduction of Close-Hauled Speed" refers to speed made good to windward

6. The figures in the average columns are the simple arithmetic averages of the corresponding figures for running and close-hauled



UPRIGHT RESISTANCES OF A TYPICAL 36' L.W.L. CRUISING YACHT

resistance than the same propeller on the lee side. For the sake of simplicity, the table gives only the averages for both tacks. However, the resistance on the weather side may be as much as one-third less than the average, and that on the lee side correspondingly greater. Thus, in particular cases, such as in boats designed with the Bermuda Race especially in mind, the question of the best side on which to carry an offset propeller may be worth considering — though just as surely as any number of propellers were put on the starboard side would the wind come out of the east!

Last year's report, in concluding a discussion of factors governing propeller resistances, stated, ". . . within the ranges of size and design covered in these tests . . . the location comes first, on the whole, and the size and design second. Generally speaking, then, it appears desirable to locate the propeller high up. If, for reasons other than resistance, the highest practicable position is sufficiently far down to permit a suitable aperture to be cut for a center line installation, this installation seems preferable." There is nothing in the results of the new tests to refute this reasoning but they bring out much more clearly than the earlier tests the considerable importance of the type of propeller, especially when solid wheels are considered. The resistances measured for the 2- and 3-bladed solid propellers when offset, and for the 3-bladed solid propeller on center, are probably greater than could result from any change of hull form which would not immediately characterize the design as a freak.

It may help in visualizing the magnitudes of propeller resistances to compare them with resistances caused by bottom fouling. Several years ago, the Towing Tank cooperated in a series of resistance measurements on the full-size yacht *Gimcrack*, a racing sloop of roughly the same over all dimensions as a Six-Metre. The first tests were made in the fall, after the boat had lain in Larchmont Harbor, unused, for a matter of weeks. During this time, the bottom had become pretty well covered with a growth of a soft weed, bright green in color, which is common in the vicinity. At anchor, the individual strands of this weed hung out from the hull surface and were seen to be about an inch in length. However, any motion of the boat immediately flattened them against the hull surface and the surface felt comparatively smooth and distinctly slimy when they were flattened out with the hand. This growth could hardly be described as excessive fouling, yet subsequent tests, after the bottom had been cleaned and repainted, revealed that it had added roughly 10 per cent to the resistances, or about what could have been expected from the addition of a 3-bladed feathering propeller, offset and at an average submersion.

So far, the discussion has been carried on in terms of additional resistances expressed as percentages of the bare hull resistance. It may be interesting to pick a typical case and to examine the actual magnitudes of the forces involved. Consider an average cruising yacht 36 feet on the water line and having no propeller. When sailing close-hauled in a 13-knot true wind, she will assume a heel angle of about 20° from the vertical and will have a speed through smooth water of about 6¾ knots, meanwhile making good to windward about 5½ knots. Under these conditions, the resistance of her hull will be about 400 pounds. If we now add a 2-bladed solid propeller, on the center line, having normal diameter and an average submersion, we might expect an added resistance of about 7 per cent, assuming the blades vertically in line behind the deadwood. Seven per cent of 400 pounds is 28 pounds. The same yacht in the same true wind could be expected to sail at about 7 knots when running dead free and to have a resistance of 350 pounds. Under these conditions, the same propeller would add 8 per cent, or again 28 pounds, to the resistance. An ordinary log spinner and line has a pull of something like 3 pounds, or roughly 1 per cent of the hull resistance, at the same speed. Of course, had we chosen a 3-bladed solid propeller of the same size, installed off center and relatively low down, we would have expected extra resistance in excess of 135 pounds close-hauled and of 150 pounds when running.

To digress a moment, the fact that in the case just cited the running resistance is 50 pounds less than close-hauled, even though the running speed is one-quarter knot greater than the close-hauled speed through the water, is worth noting. The greater close-hauled resistance results from the heel angle and the leeway which occur on this point of sailing, and it emphasizes the necessity for heel tests in any conclusive model investigation of a sailing yacht.

The fact that the percentage increases of resistance reported are for average sailing speeds in a 13-knot true wind has already been noted. It should be emphasized that for higher or lower sailing speeds, implying lighter or stronger winds, the percentages depart somewhat from those given. In general, the bare-hull resistance changes more rapidly with change of speed than does the propeller resistance. Consequently, a given propeller causes a somewhat greater percentage increase of resistance at lower speeds, and a smaller percentage at higher speeds, than that given in the table for the assumed average speed. This relation of resistance to speed brings us to the crux of the whole matter.

The Resistance-Speed Relationship

The average yachtsman, in discussing propellers from the sailing standpoint, talks about their resistances. But in doing

(Continued on page 110)

THE MONTH IN YACHTING

"Shucks" Wins at Nassau

IN the Star Class series at Nassau, B.W.I., March 18th–24th, for the Johnnie Walker Cup and the Santa Maria Trophy, John White's *Shucks*, representing the Western Long Island Sound fleet, captured both trophies, defeating Harry Nye's *Gale*, Southern Lake Michigan, by a single point for the Santa Maria Trophy. Twelve Stars competed.

The first race, twice around over a windward and leeward course for a total distance of 10¼ miles, was taken by *Shucks*, *Gale* being but 20 seconds astern, followed by *Nassau Star*, *Sandy Mac*, *Delilah*, *Sheila Mia*, *Nancy*, *Gadfly*, *Nutmeg*, *Scout II*, *Hi-Hat* and *Zelda*. *Shucks* won again on the 20th, leading all the way and finishing three minutes ahead of *Gale*. The course was triangular and the winner's time was 1:16:18. The others finished in the following order: *Gale*, *Delilah*, *Nassau Star*, *Melody*, *Nancy*, *Sandy Mac*, *Hi-Hat*, *Zelda*, *Scout II* and *Gadfly*. The third race was taken by *Gale*, which led *Shucks* by two minutes but failed to amass the necessary points to win the trophy. This race was over a windward and leeward course and was sailed in a good breeze.

The point score for the Johnnie Walker Cup was as follows: *Shucks*, John White, 35; *Gale*, Harry Nye, Jr., 34; *Sandy Mac*, Harry Knowles, 24½; *Nancy*, Durward Knowles, 22½; *Nassau Star*, R. T. Symonette, 22; *Delilah*, Sampson Smith, 18; *Melody*, Paul Smart, 17; *Hi-Hat*, Gorham Godwin, 15; *Sheila Mia*, M.A.F. Marigny, 11; *Scout II*, Mrs. W. H. Crouse, 8; *Zelda*, B. A. Kelly, 5.

The spring championship series for the Santa Maria Trophy also went to *Shucks*, with *Gale* runner up. The first race was a drifting match, finished just before the expiration of the time limit. *Shucks* won with *Scout II* second and *Melody* third. The second contest was over a triangular course in a twelve-mile southeaster and *Gale* won, with *Shucks* two minutes astern and *Hi-Hat* third. *Sandy Mac* tore her mainsail fifty yards from the finish and had to withdraw. She was in third place when the accident happened and it kept her out of a second in the series. There was a 15-mile breeze from the eastward for the third and final race in which *Sandy Mac* led until near the finish, when *Gale* nosed her out by 12 seconds, *Shucks* being third. On points, *Shucks* rolled up a total of 24, *Gale* gathered in 20 and the others as follows: *Scout II*, 17; *Hi-Hat*, 15; *Nancy* 15; *Melody*, 14; *Sandy Mac*, 13; *Delilah*, 10; *Gadfly*, 6.

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The Cruising Club's Race

THE race committee of the Cruising Club of America has finally decided to cancel the Bermuda Race for 1940, in view of war conditions, and to substitute therefor a race to the eastward. With no end of the war in sight, it was felt that it would be taking unnecessary chances, to say the least, to send a fleet of racing sailing craft to sea with men-of-war and merchantmen running without lights, the coastwise lighthouses at Bermuda extinguished and other war time risks.

The fleet will assemble at Block Island June 22nd and 23rd and the race will start off West Harbor, on Monday, June 24th. The yachts will sail south of Block Island and to Nantucket Lightship, leaving it to port,

Rosenfeld

This handsome bowl will be sailed for during the Indian Harbor Yacht Club Cruise

and on to Mount Desert Rock, off the Maine coast. Turning the Rock, the racers will head for Gloucester, finishing off that port. The distance is 460 nautical miles.

In these days, traffic at Nantucket Lightshop is sparse so that there will be little danger of meeting merchant steamships at or near this turning point. Fog is less prevalent offshore in June than later and both Nantucket Lightship and Mount Desert Rock have powerful fog signals. There are also any number of radio beacons all along the course to guide the navigators in their reckonings.

For those members who do not care to race but prefer to cruise, there will be a leisurely cruise arranged from Block Island to some convenient port — perhaps on the Vineyard — thence through Buzzards Bay and the Cape Cod Canal to Gloucester, reaching there in time for the finish.

The fleet will be divided into two classes, yachts above and below 42 feet rating, and class awards will be made as well as a prize given for the best corrected time in the fleet.

Several other courses were considered but, after discussing the question with a number

Stanley Toogood

Stars racing at Nassau. Left to right, "Hi-Hat," "Thelma," "Shucks," "Gale," "Melody" and "Delilah"

The schooner yacht "Sea Fox," built in 1888, on the railway at Baltimore

L. W. Farinholt

of racing men and yacht owners, the committee decided that the course and time chosen would bring out the largest fleet of racing yachts.

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The Schooner "Sea Fox"

SHE was designed by her first owner, A. Cass Canfield, and built of iron by Harlan and Hollingsworth in Wilmington, Delaware, in 1888. After a long career as a yacht, she finally went into trade in the West Indies as described in YACHTING for November, 1939. Now Captain Kenedy has sold her and she is to join the yacht fleet again. The picture shows her on the ways in Baltimore where a propeller shaft and propeller have been installed. At another yard, she is to receive a Diesel engine. Her new owner is Burwell B. Smith, of York, Pa.

Sea Fox is 115′ 0″ in length over all, 89′ 5″ l. w. l., 23′ 11″ beam and 11′ 6″ draft.

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Williams Wins Match Race with Navy

A SEVEN-MAN crew from Williams College came out of hibernation on March 31st, to sail against the Navy in a match race at Annapolis in the new Naval Academy yawls, and had a whale of a good time. Sharing in significance with the Williams victory is the fact that this race opened a new chapter in intercollegiate yachting. Never before have college crews met each other in anything larger than a 30- to 33-foot racing boat, but the Academy's generosity and trust in the Williams sailors' seamanship has made possible the first big boat intercollegiate contest. With an over all length of 44 feet, a complete inventory of heavy and light sails, these fine ocean racing yachts are a far cry from the usual intercollegiate craft.

The day of the race was the sort of thing all true sailors have been dreaming about the whole winter — warm and sunny with a fine whole sail breeze.

An 18-mile five-leg course off Annapolis in Chesapeake Bay was selected, and at 11:20 starting signals were hoisted. As is so often the case in a match race, the start turned out to be all important. The first leg was a reach. The lee end of the line was a bit the shorter and gave a better sailing angle for the first mark. Williams crossed at this end, close behind the gun, while Navy went over up to windward some fifteen seconds later. With masthead genoas drawing, and the wind just far enough aft to carry mizzen staysails, the two yachts made fast time. The Williams crew in *Intrepid* sailed a bit higher and drew steadily away, rounding the first mark about 200 yards ahead.

On the next leg, a closer reach, mizzen staysails were doused and the two yachts remained about the same distance apart until the second mark had been rounded, when a four-mile thrash to windward began. This leg, intended as a beat, turned out to be a close fetch when the wind shifted from west to northwest. Navy, sailing *Alert*, was therefore forced to follow in the wake of *Intrepid* and steadily lost ground. Becoming desperate, they replaced the genoa first with a number two jib topsail and staysail, and then with a number one jib topsail, while *Intrepid*, carrying a genoa in the 18-knot breeze, kept drawing away and rounded the weather mark two and one half minutes ahead.

The seven-mile run resulted in slight change of position but the collegians on each boat had a field day setting the masthead parachutes and other kites and did so in smart fashion. All went well until Navy reached the lee mark, carried their spinnaker too long in a desperate bid to gain a few seconds, and overran the mark before the sail could be muzzled.

Williams drew away once more on the reach home, finished with rail awash in a 25-mile puff, over four minutes ahead of Navy.

In case Navy is disappointed by this defeat, they should console themselves with the realization that most of the members of the opposing crew were among those who had helped the New England college win the Intercollegiate Championship in the McMillan Cup series last spring, and the Boston Dinghy Cup regatta in the fall, and that all of them have raced for years in keen competition either on Long Island Sound or at Marblehead. Furthermore, the real victory

One of the U. S. Naval Academy yawls stealing along under a cloud of light canvas

The schooner yacht "Caribee," built for E. N. May, of Wilmington, Del., by W. A. Robinson, Inc., of Ipswich, Mass., was launched March 24th. She is 95' in length over all, 23' beam and 10' draft and is a development of the famous Baltimore clipper type

Photos by John Alexander

was the advance in intercollegiate yachting, and for this Navy was responsible.

The crew roster: Williams: Robert N. Bavier, Jr., skipper; Thomas Boyd, Romeyn Everdell, Robert Gordon, David S. Maclay, Arthur Santry, Walter E. Winans. Navy: J. J. McMullen, skipper; G. Harbrecht, W. Hunt, Q. Koecher, R. Leary, W. E. Lemos, E. Mulhenfeld, C. Rush.

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W. W. Wilcox Dies

WILLIAM WALTER WILCOX, JR., vice president and treasurer of Wilcox, Crittenden & Co., Inc., of Middletown, Conn., died at Hartford, Conn., on Tuesday, April 2nd, after a brief illness.

Mr. Wilcox was born in Middletown on December 27th, 1901, the son of William W. and Mary (Root) Wilcox. Upon graduation from Williams College in 1924, he entered the employ of Wilcox, Crittenden and advanced through the various offices until, in 1928, he was made vice president, treasurer and director, holding those offices since that time. He was also a director of the Sanborn Map Company of New York.

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Cup Skipper Dies

THE death of Captain Archie Hogarth severs one of the few remaining links with the golden age of British professional racing skippers. Hogarth's first command was the Clyde yacht *Yvonne*, owned by P. Donaldson, with whose family Hogarth was associated for the greater part of his career. He came over with Lipton's first challenger, *Shamrock I*, in 1899. With him were Captains Wringe and Ben Parker, a distinguished triumvirate, but it was said at the time that the vessel would have done better under any one of them rather than under this divided control.

In more recent years, Hogarth commanded the big racing cutter *Lulworth*, succeeding his great rival and friend, the late Captain Charlie Bevis. Hogarth died at the age of 75, a robust and splendid figure of a sailorman to the last.

JOHN SCOTT HUGHES

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Gold Cup Returns

THE Scandinavian Gold Cup, won off Oyster Bay in 1938 and defended off Helsinki, Finland, last summer, both times by George Nichols' Six-Metre *Goose*, has been returned to the United States. It will remain in custody of the Seawanhaka Yacht Club until a challenge is received and a series arranged for it in the future.

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Bermudians Win Team Races

FOR the first time in three years, the Long Island Sound team which travelled to Bermuda in the middle of April to defend the Amorita Trophy went down to defeat at the hands of a superior Bermudian outfit. After losing the first two races, the Americans rallied to take the next two but then dropped two more to give the Bermudians the necessary four out of seven and the cup.

The boats used were International One-

(Continued on page 120)

This boat, built for the U. S. Biological Survey by Higgins Industries, Inc., runs in only 8" of water

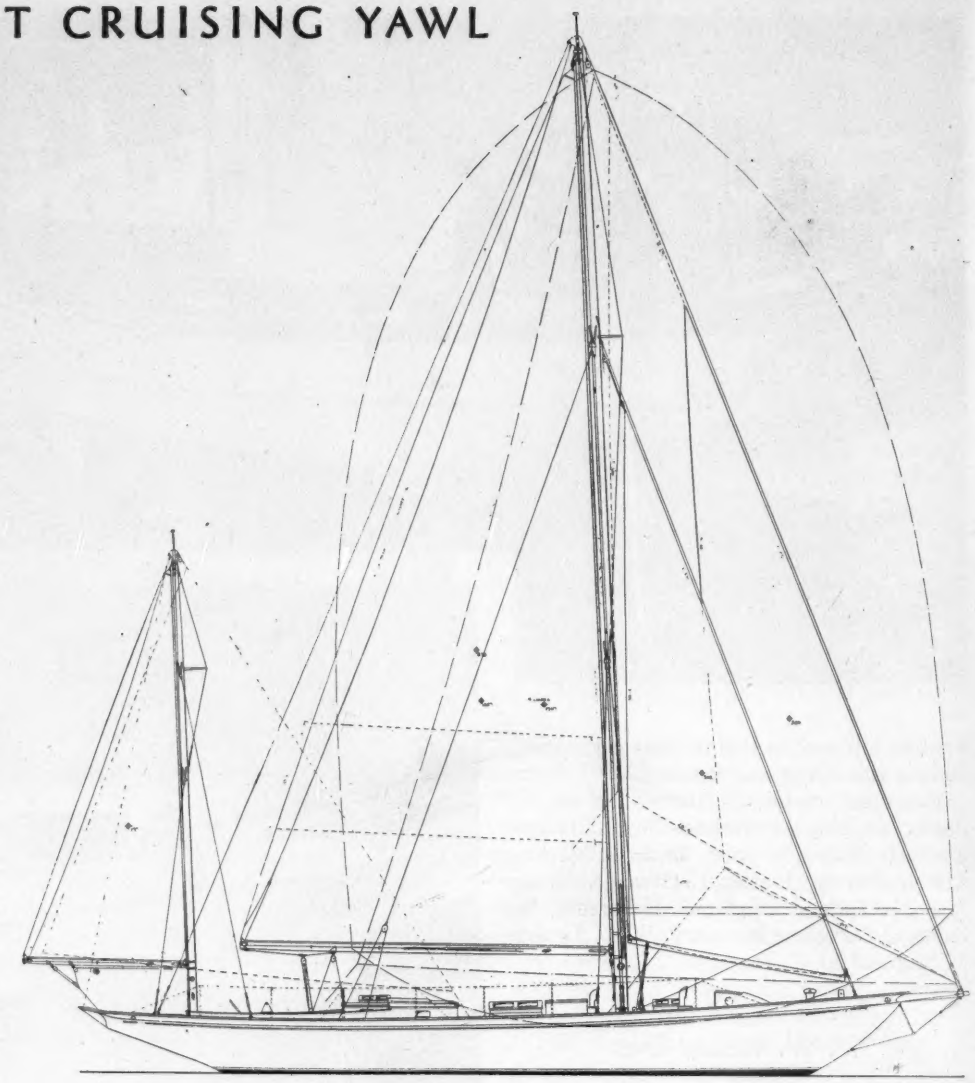
ALDEN'S LATEST CRUISING YAWL

THE accompanying plans, from the board of John G. Alden, show a roomy and able keel cruising yawl which is now under construction at the yard of the George Lawley & Son Corporation, Neponset, Mass. She is for Thomas H. Shepard, of Marblehead. She is scheduled to be completed in time to participate in the race of the Eastern Yacht Club around the Cape as well as in later races.

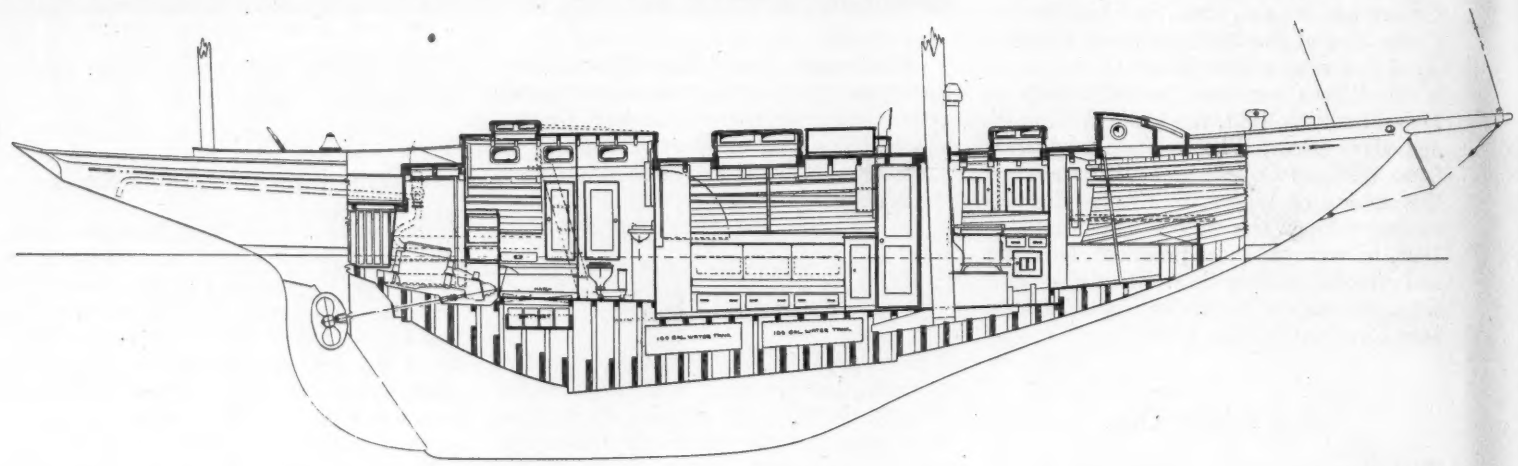
The design is similar, in general, to that of *Tioga Too*, her principal dimensions being as follows: Length over all, 61′ 0″; length on the water line, 43′ 0″; beam, 14′ 11″; draft, 8′ 6″. She is flush decked with a small, low cabin house aft, and the rig is fairly large owing to her generous beam. Construction is high grade, with lead ballast and bronze fastenings. Spars are hollow and the sail area in the four lowers is 1707 square feet. Of this, there are 350 square feet in the jib, 302 in the forestaysail, 878 in the main and 177 in the mizzen.

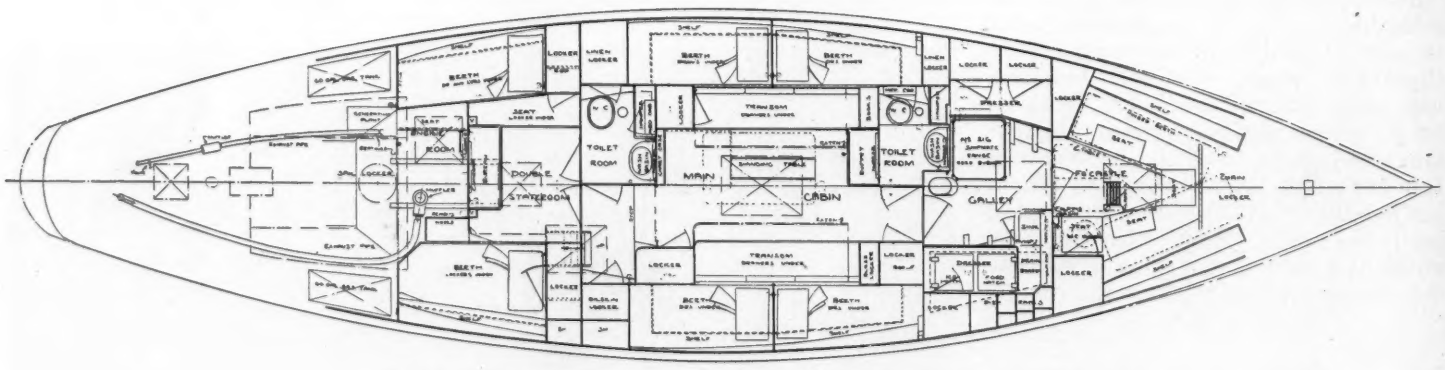
As auxiliary power, she carries a Chrysler Ace engine fitted with reduction gear of 2:1 ratio and actuating the feathering propeller through a V-drive. The propeller is on the center line. The power plant is in a separate engine room. Two 60-gallon gasoline tanks are installed in wake of the cockpit and two 100-gallon water tanks are arranged under the floor of the roomy main cabin.

The crew's quarters, with two pipe berths, are forward with the galley next aft. This has kerosene-burning range, ice box, sink and lots of dresser and locker space. Abaft the galley is the main cabin, with two built-in berths and an extension transom on each side, also buffet and lockers. In each corner on the port side of the cabin is a toilet room. Aft is a roomy double stateroom.



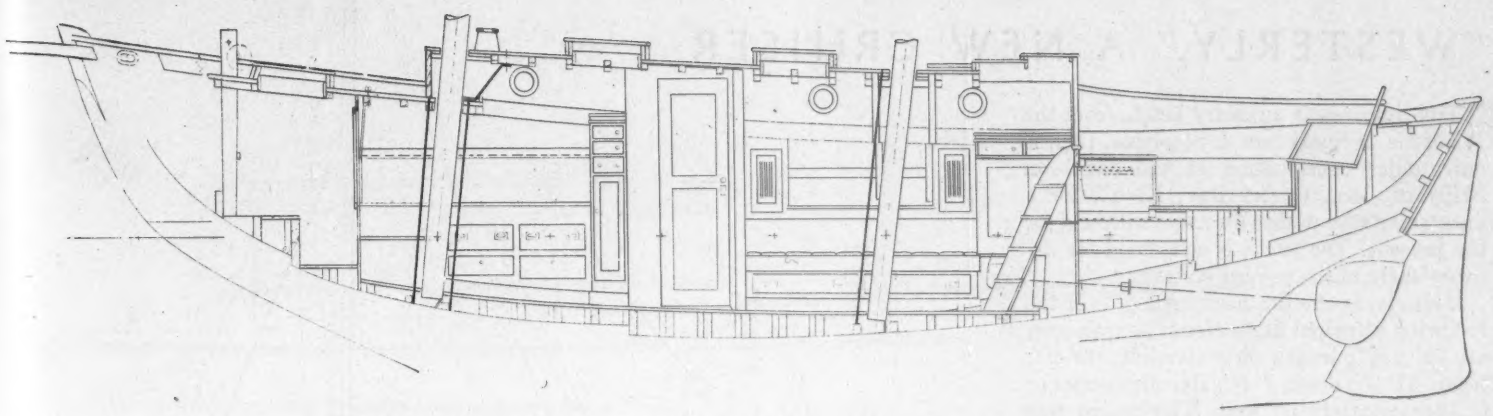
The new yacht has a fairly liberal rig with 1707 square feet in four lowers





The generous beam gives plenty of elbow room in the accommodations below deck

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question.



Inboard profile of the two dhow type auxiliaries built from designs by Frederic A. Fenger

TWO UNUSUAL CRUISING AUXILIARIES

THE first of this pair of twins was planned originally for a New York client but she met her designer's needs so well that he ordered another built for his own use. Both yachts are from the board of Frederic A. Fenger, naval architect of Cohasset, Mass., and both were built by Roger I. Sawyer, of Millbridge, Maine.

The requirements were for a boat of minimum length, in which four persons could cruise without crowding, yet a boat that could be handled with the least effort. While foot room and elbow room were both desired, the generous displacement is easily driven by a moderate spread of canvas. This called for good freeboard which is accentuated in appearance by her short ends. The ability to keep her decks clear of solid water or even spray, however, is due more to the deep forefoot of her so called dhow underbody than to mere freeboard. The relatively lean bow can slice into the seas with a minimum of fuss.

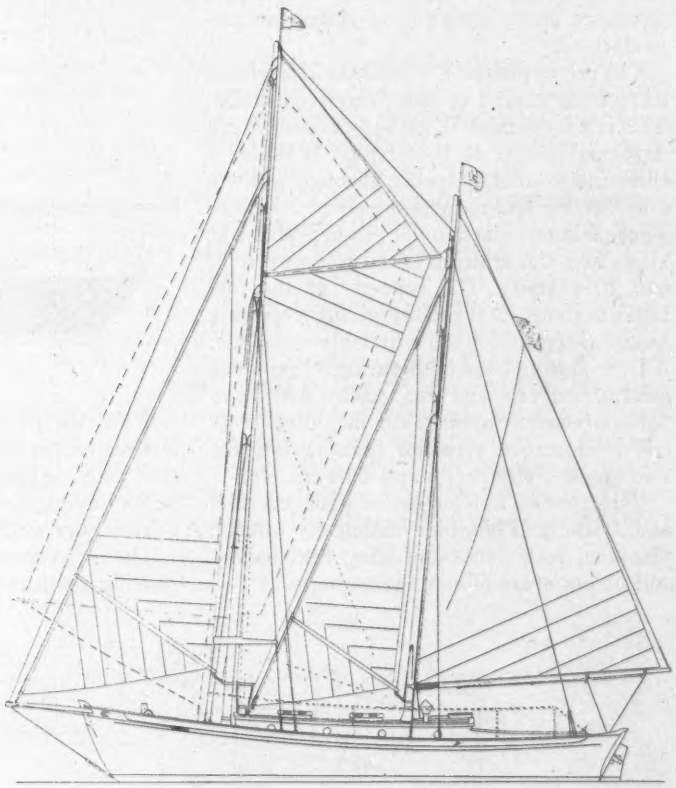
The boat is 38′ 0″ in length over all, 33′ 4″ on the water line, 11′ 0″ beam and 5′ 6″ draft. The water line beam of 10′ 2¾″ permits longish lines and an easy run for a vessel of her displacement-length ratio. She leaves a clean wake.

The ketch rig has an area of 828 square feet. With a No. 2 main trysail, it offers four normal balanced reductions, down to the end sails, all made by sail handing and far more quickly than by tying in reefs. The main trysail sprit comes down with the sail, which may be unhanked in a jiffy and bagged or, in ordinary cruising, furled in the sprit which is then up-ended in a manger at the foot of the mast against which it makes a smooth stow. Open sprits are also fitted to the fore and mizzen staysails, keeping them clear of the deck when lowering and making for easier sheeting.

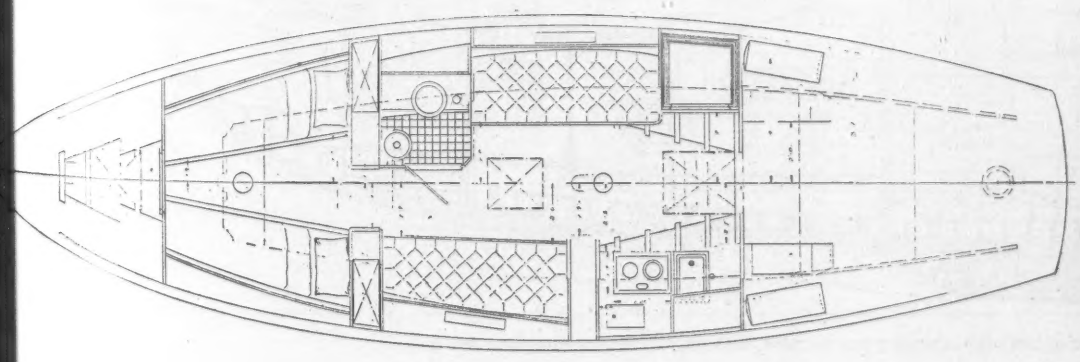
The main upper shrouds are two-legged from the spreaders down. This permits better control of the masthead, fore and aft, without interfering with the middle sails when off the wind. The mizzen stay comes down to a traveler or "bear trap," the tack of the mizzen staysail being to leeward when on the wind and giving better clearance for the mizzen. With sheets eased, the mizzen staysail is stood to windward, where it can draw to better effect.

The bridge deck is low and the cockpit deep, giving good shelter behind the after end of the house. There are no side seats in the cockpit but a pair of "buggy seats" abreast of the wheel. On the wind, the boat is a self-steerer.

Diablesse, the designer's boat, is powered with a Type 8 Lathrop



Above is the sail plan and to the left the accommodation plan of the two boats. The main trysail rig has an area of 828 square feet and permits a number of sail reductions, still keeping balance. The cabin plan shows ample toilet facilities, galley, and also a large amount of stowage space below deck



engine which drives her at 5½ real knots in calm going. In *Pustacaun*, her sister ship, a Red Wing 8–10 hp. KK engine gives 5¼ knots. Fuel and water tanks hold 70 and 28 gallons, respectively.

Construction is sturdy, the 12″ oak keel and deadwood being carried well above the rabbet line. Frames are 2″ by 2½″ oak, boxed into the keel, floors of 2½″ brought up to the cabin floor. Planking is of 1¼″ cedar and decks of 1¼″ white pine. The cabin layout will repay study. The main cabin is roomy and the stateroom forward well arranged.

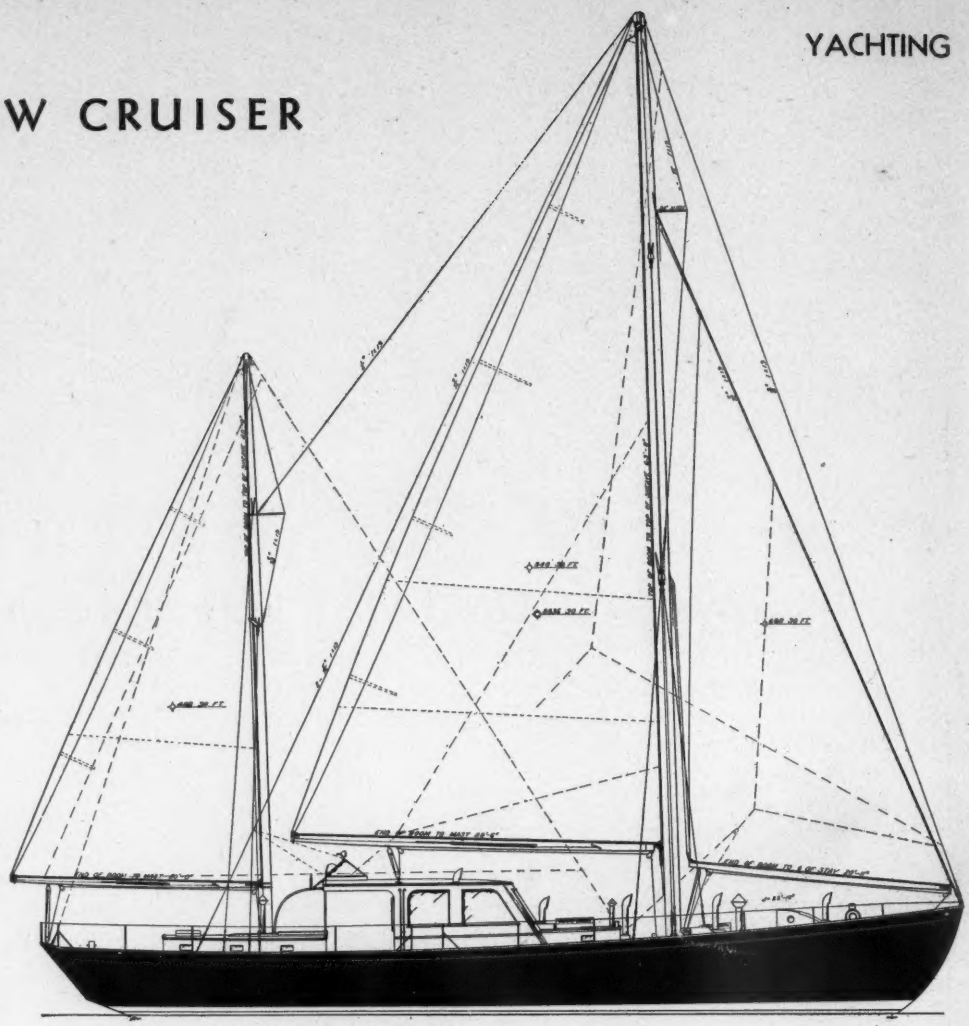
"WESTERLY," A NEW CRUISER

THIS interesting auxiliary ketch, from the boards of Sparkman & Stephens, Inc., is now under construction at the Jakobson Shipyard, Inc., Oyster Bay, N. Y., for a yachtsman who wishes his name withheld for the present. The yacht is scheduled for delivery early in the coming summer.

Westerly, as she has been named, is of the following principal dimensions: Length over all, 73′ 2¼″; length on water line, 60′ 0″; beam, 17′ 9″; draft, 7′ 6″. Her displacement is approximately 50 tons. The design was tested in the model tank and, according to the results of the towing tests, she should perform unusually well under sail. The sail plan is liberal, with its area of 2036 square feet, which should help her sailing qualities. The designers feel that the yacht's sailing ability has not been gained by the sacrifice of performance under power or of roomy accommodations.

The power plant is a Waukesha-Hesselman marine oil engine of the Wanderer model. This is a 6-cylinder 7″ by 8½″ engine which develops 215 hp. at 1050 r.p.m. It drives a three-blade solid propeller through a Twin Disc reverse and reduction gear of 2:1 ratio. The maximum speed under power is about 11 knots and the cruising speed is between 10 and 10½ knots. The capacity of the fuel tanks is about 1200 gallons, giving a cruising radius of some 1250 miles under power alone. A U. S. Motors Diesel generating set provides electric current and the yacht will have various electric appliances, including electric refrigerator, separate freezing box for cold storage, electric pumps, blowers, etc.

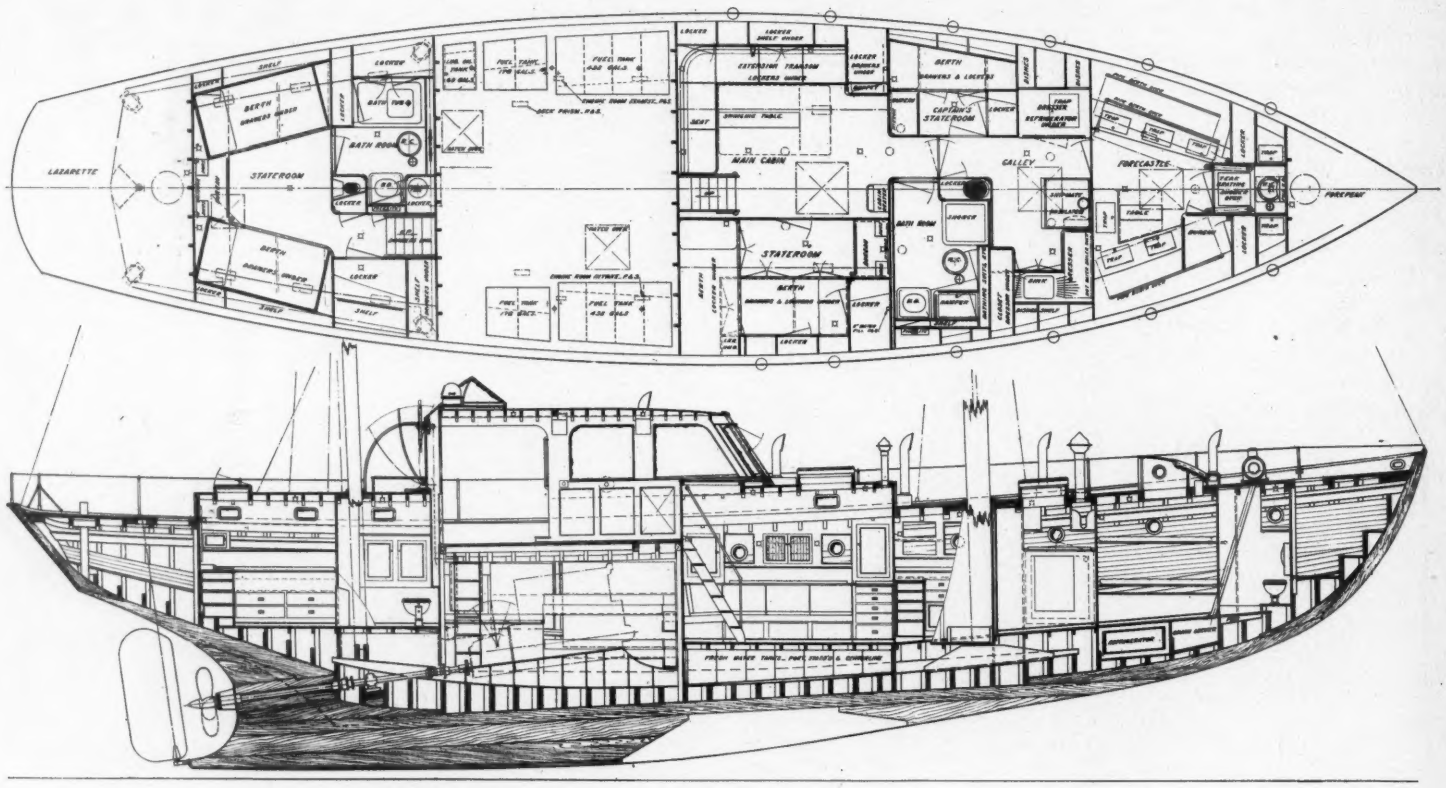
Construction is high grade, with oak keel and framing, Philippine mahogany outside planking, teak decks and trim, lead ballast and hollow spars of aeroplane spruce.



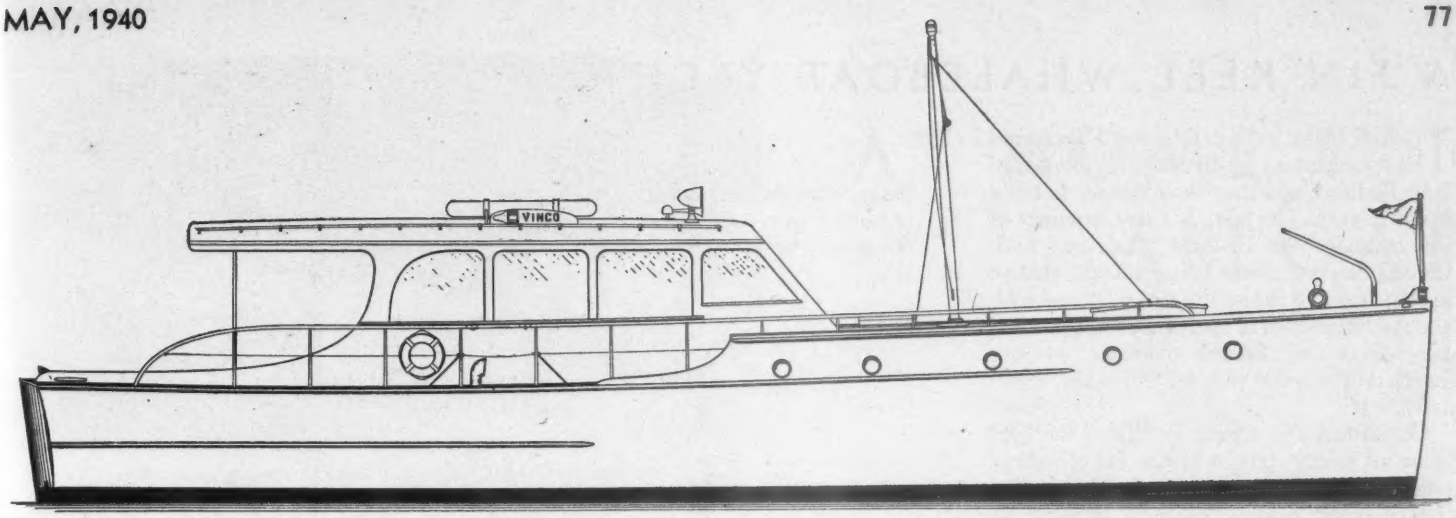
While the rig is conventional, its area is fairly generous

While the jib-headed ketch rig is more or less conventional, it has been worked out so that running backstays on the main will not be required under any conditions and on the mizzen only when the mizzen staysail is set.

The accommodations were laid out to provide comfortable cruising conditions for four persons aft with enough elbow room and stowage space for living aboard for long periods. While the main cabin may be a bit on the small side, the deckhouse is spacious and there is ample deck room. The crew are well cared for, with a separate stateroom for the captain and a forecastle for three.



Inboard profile and cabin plan, showing the accommodations of the new auxiliary ketch



The outboard profile shows a boat with moderate sheer and good freeboard

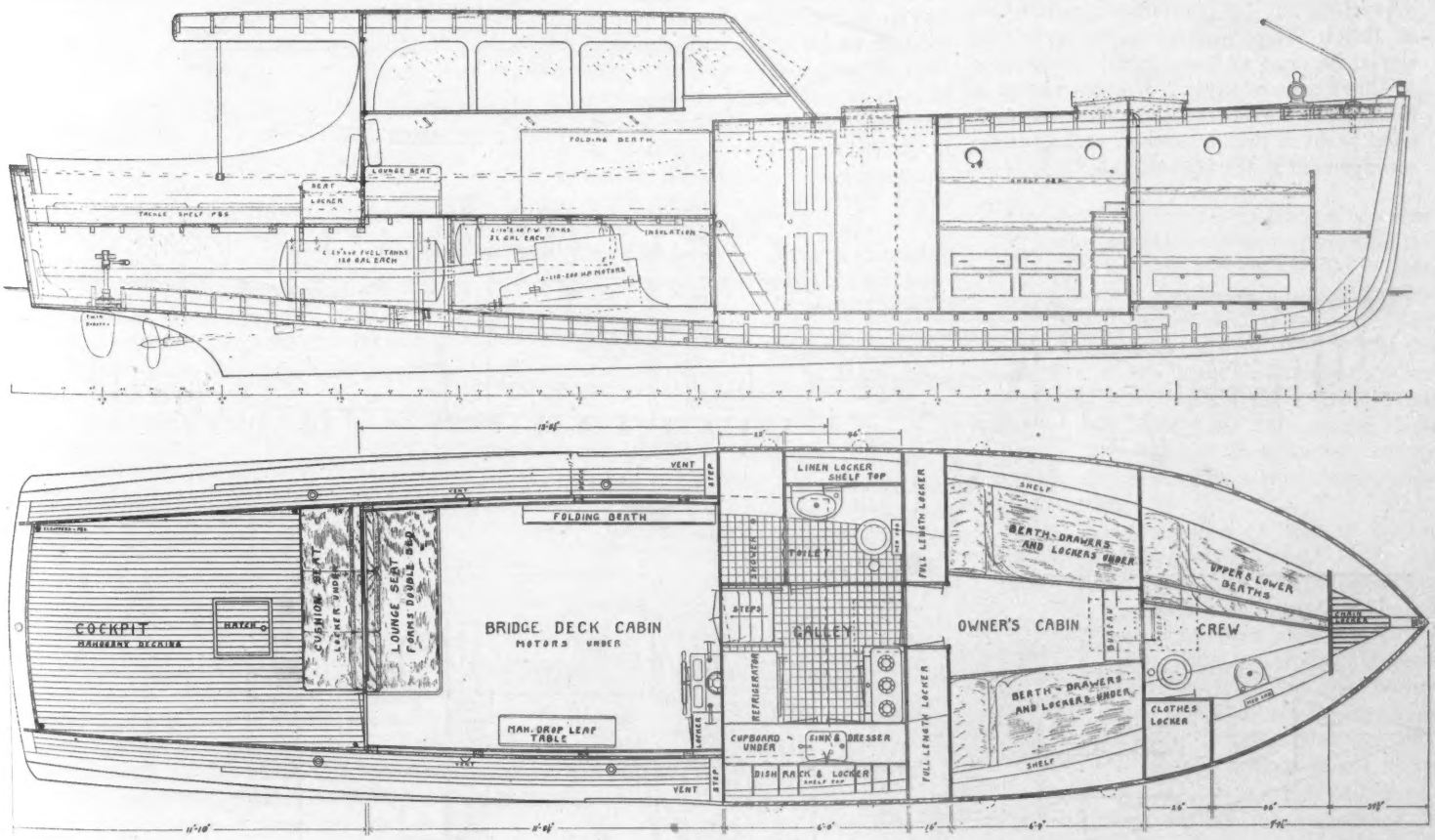
VINYARD'S NEWEST TWIN-SCREW CRUISER

THIS cruising motor yacht, known as the Vinyard 47-foot Cruising Sedan, is nearing completion at the yard of the Vinyard Shipbuilding Company, Milford, Delaware. She is the latest in the builder's line of standardized motor boats. As the plans show, she is a boat of the raised deck type with a moderate sheer, a fair amount of beam and comparatively light draft of water. Her principal dimensions are as follows: Length over all, 47′ 0″; beam, extreme, 12′ 2″; draft, 2′ 11″; freeboard forward, 6′ 2″; freeboard aft, 4′ 0″. Her displacement is approximately 26,000 pounds.

Construction is husky. The keel is a single stick of white oak, sided 4″ and molded 12″. The frames, steam bent, are also of white oak and are 1½″ by 1¾″, spaced 12″ center to center. Floor timbers, white oak, are 1¾″ by 8″ and are locked down over the keel. Shelf and clamps are of Douglas fir, 1½″ by 4½″, and there are two stringers each side, of fir, 1⅜″ by 5″. The transom is 1¼″ mahogany and the outside planking is 1¼″ white cedar, bronze screw fastened. Deck is of edge grain fir, 1¼″ thick, with mahogany plankshеer. The deckhouse is of Philippine mahogany, the interior paneled with the same wood. The forward cabin is finished in enamel paint with enough mahogany trim to give a touch of color.

The power plant consists of a pair of Kermath Sea Mate engines fitted with Upton reduction gears of 2:1 ratio and developing 90–110 horsepower at 1800–2500 r.p.m. The boat's designed speed is 18 m.p.h. The engines are located under the deckhouse and the entire engine compartment is insulated against the transmission of sound and heat. A 'thwartships bulkhead is worked just abaft the engines. Two 24″ by 60″ cylindrical tanks hold the 240-gallon gasoline supply while a pair of 16″ by 52″ tanks carry 104 gallons of fresh water. Twin rudders are fitted.

The arrangement plan shows the two-man forecastle, with toilet and wash basin. It is reached through its own hatch. Next aft is the owner's cabin, with a built-in berth each side, bureau and lockers. Abaft this are the galley and the bathroom, fitted with a shower, and then comes the roomy deckhouse, which provides sleeping accommodations for three persons. The after cockpit is spacious.



The inboard profile and cabin plan show accommodations for two forward and five aft

A FIN KEEL WHALEBOAT YACHT

THESE plans were drawn for a Buzzards Bay yachtsman by Bruce W. Williams, of New Bedford, and the owner intends to build her this year. The boat is a development of the famous New Bedford whaleboat hull, the only modifications being a slight change in the sheer and the addition of a fin keel with about 5000 pounds of lead on it. The principal dimensions are: Length over all, 44′ 0″; length on the water line, 40′ 0″; beam, 8′ 8″; draft, 5′ 9″.

Construction is strong yet light, the keel being of yellow pine and the fin of yellow pine or white oak. Framing is of oak, the frames being continuous from gunwale to gunwale wherever practicable. Clamp, shelf, side stringer and hogging girder are of yellow pine. Outside planking is of 1⅛″ white cedar with deck of 1″ fir. Cabin sides, continuing the hull topsides, are of Honduras mahogany with top of ⅝″ plywood. Main deck and cabin top are covered with canvas.

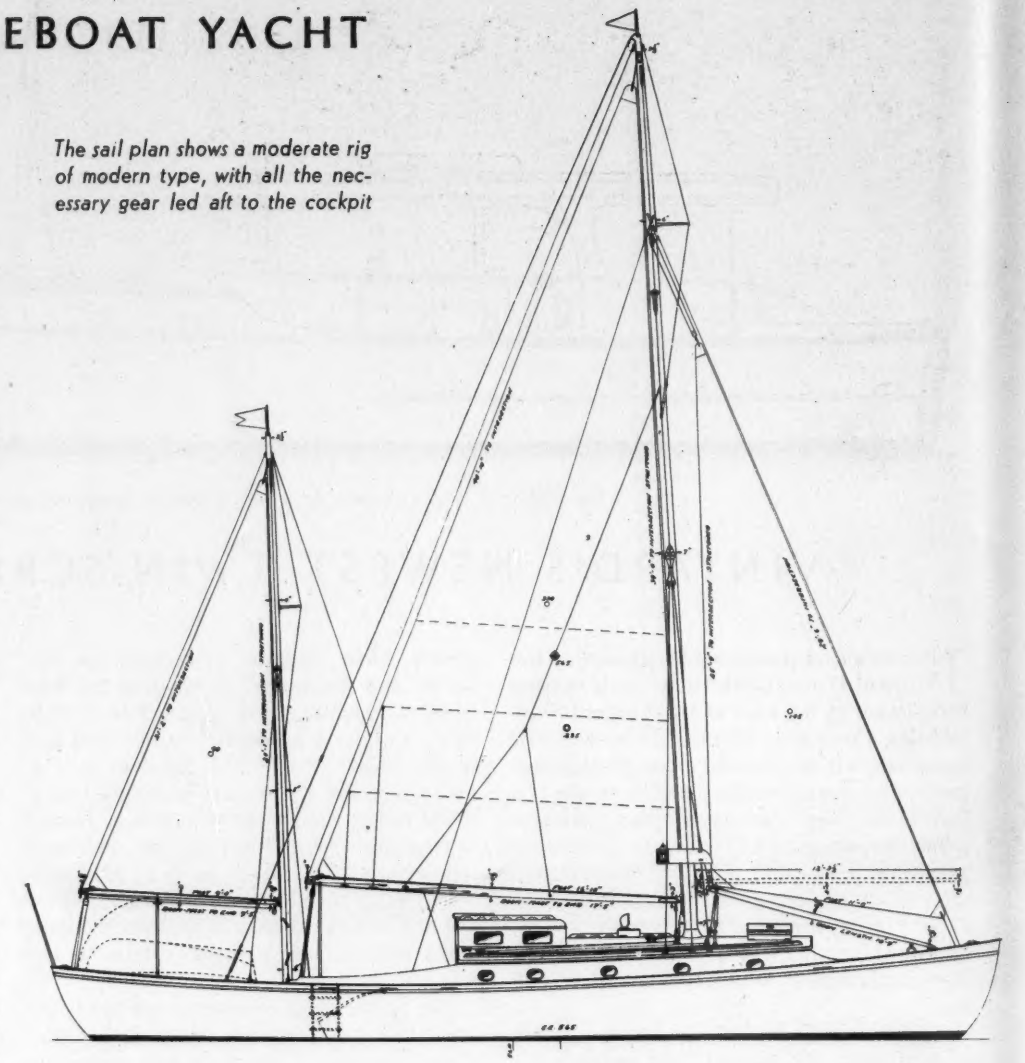
The engine drives the propeller through a Gray V-drive. Gasoline tanks of 40 gallons total capacity are fitted while the water tanks hold about 74 gallons.

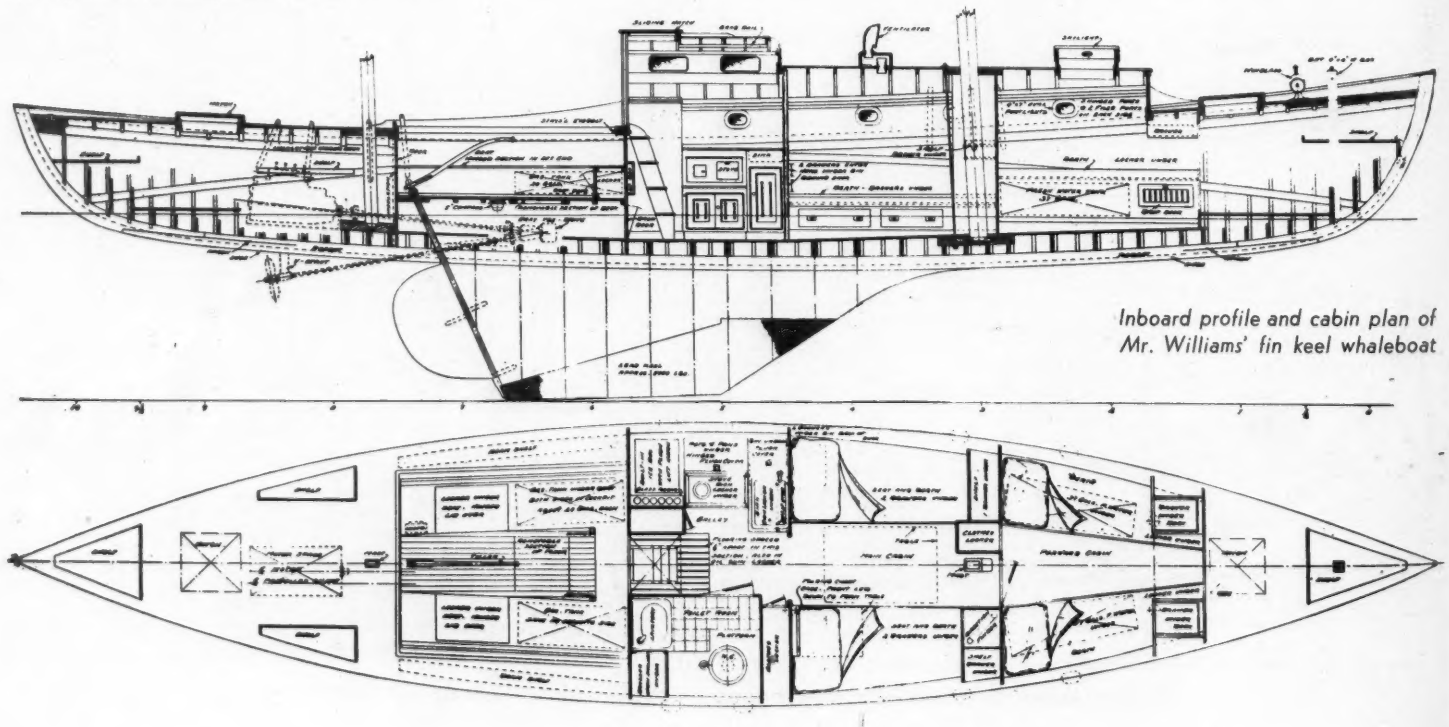
The sail plan was designed without any particular rating rule in mind, the intention being to produce a balanced rig of maximum area for safe coastwise cruising. The area of the three lowers is 565 square feet.

The accommodations were required to be complete, though not elaborate. Under the doghouse, which is 5′ fore and aft, there is over 6′ headroom. This covers the galley and the toilet room, both places where full headroom is necessary. Forward of this house, the headroom is more than 5′ under the main cabin deck. As this is a raised deck, flush with the sides, there will be room enough for everything but just plain standing up; which, as Ralph Wiley is reported to have said, should be done at home in the living room.

The designer says: "The attraction of these boats is that they constitute a suitably sized yacht in performance as well as an encouragement to the pocket book."

The sail plan shows a moderate rig of modern type, with all the necessary gear led aft to the cockpit





Inboard profile and cabin plan of Mr. Williams' fin keel whaleboat

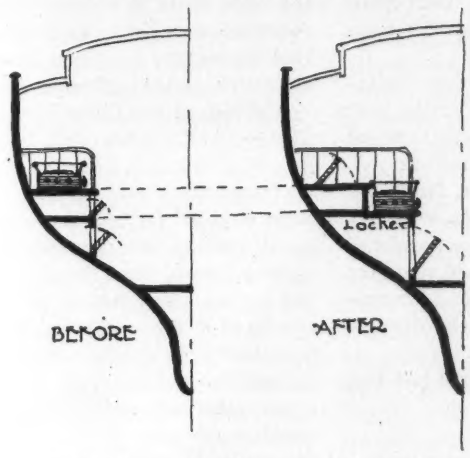
At home afloat in "Seal" just beyond the Gulf Stream

AT HOME AFLOAT

An open forum for the interchange of ideas to help cruising people make their craft more livable. Send in your suggestions, with drawings when possible.

Beating the Turn of the Bilge

THE galley problem posed in "At Home Afloat" in the April issue, under the heading "A Correspondent Writes," where the turn of the bilge on somebody's cruiser made cooking and dishwashing difficult, is capable of various solutions, depending on the situation existing on the individual boat. So far as I can see, they all involve reducing the floor



Taking the curse off the turn of the bilge

space to some extent, but as part of the floor space (the "turn of the bilge" part) is practically useless anyway, that should be no great hardship.

The accompanying drawing shows how we solved the problem in our boat, reproducing a section through part of the galley "before, and after." The solution deprived us of a little elbow room, but the added locker space, and the increased "foot-comfort," more than made up for it, and the expense was inconsiderable.

Enclosed space is always at a premium on a small boat, and I have yet to see a case where the turn of the bilge showed above the floor boards which I didn't think could be eliminated with improvement to the boat.

F. M. GAEDE

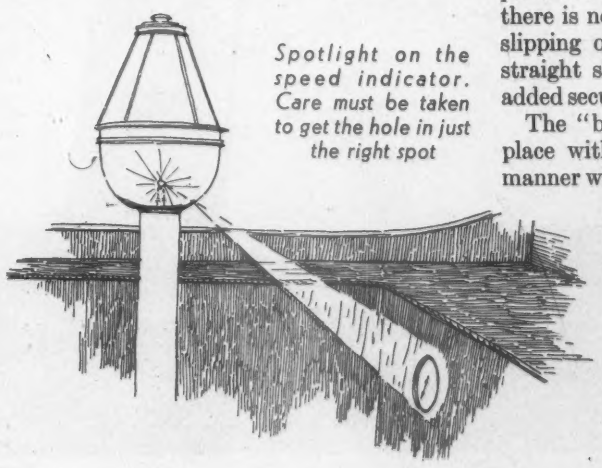
Glimmer on the Kenyon

THE idea embodied here applies primarily to the night watches on cruising sail boats. The Kenyon log, or speed indicator, has become almost standard equipment on this type of craft. At night, however, it is impossible to read the dial of the instrument without some sort of light, and the use of a flashlight is sometimes a nuisance, and at best intermittent.

A simple solution was worked out on board *Southern Cross*, owned by R. P. Benedict. Mr. Benedict simply bored a tiny hole in the bowl of the binnacle, so that a ray of light is projected from the binnacle light onto the dial of the Kenyon. This gives just enough illumination to enable you to read the dial.

The only problem which presents any difficulty is to locate the hole properly. One way is to make a mark on the bowl of the binnacle at the same height as the light bulb, and at right angles to the point on the bowl facing the Kenyon. Now have someone hold one end of a string on the face of the Kenyon, and someone else hold the other end at the mark on the binnacle, keeping the string taut. Hold a level across the face of the binnacle bowl *opposite* the Kenyon, and just touching the string. Make a mark on the binnacle on the part directly opposite the Kenyon, at the same height as the level.

To check for proper centering of this mark, run your string from the Kenyon to a point directly over the binnacle light, and shift the mark port or starboard, if necessary, to bring it directly under the string. Now bore a 1/16" hole at the corrected mark — if you are not satisfied with the light that gives, it is easy to enlarge the hole — the closer the dial, the larger the hole must be. This method of locating the position of the hole is accurate enough for practical purposes, as the ray of light fans out as it passes beyond the aperture. If you want greater accuracy, cut a fair sized square hole in the binnacle in the approximate location, then take a thin brass plate, shaped to fit the curve of the binnacle, drill the 1/16" hole in the plate, and place the plate over the hole in the binnacle. Move the plate around until the light falls exactly where you want it. Then mark the location, tap the binnacle to take screws, and fasten the plate in place.



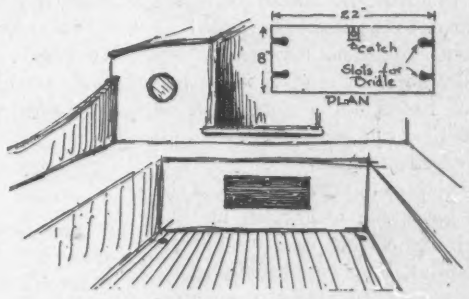
Spotlight on the speed indicator. Care must be taken to get the hole in just the right spot

The foregoing applies to a binnacle with a compass lighted from below. A like procedure, but with the hole bored through the night hood of the binnacle, will solve the problem for an overhead lighted compass.

When a Door Is Not a Door

GEORGE F. HUBBARD, owner of the cutter *Aria*, has some practical space-saving suggestions, among which is a clever method of stowing a bosun's chair. *Aria* is a 32 foot (L.O.A.) cutter, and in boats of that size space-saving wrinkles are in demand.

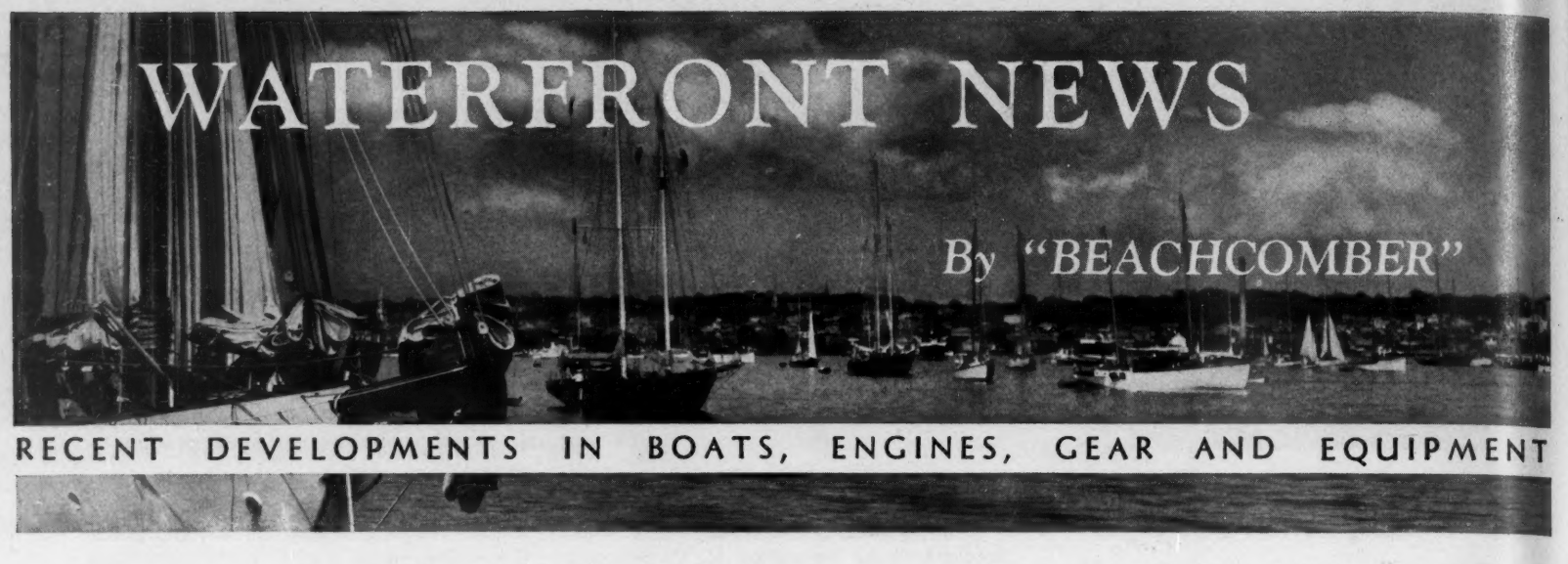
Actually Hubbard suggests stowing the bosun's chair by not stowing it at all, but by using it in place of some other part of the ship's anatomy.



One place to "stow" the bosun's chair

One good use for it is in place of a locker door in the cockpit (*see drawing*), stowing the gantline in the locker behind it. To do this, cut the bosun's chair exactly to fit the opening — or the opening exactly to fit the chair — and cut slots in the manner shown for the four parts of the bridle to fit into. It is important to have the slots deep enough, so that there is no danger of the parts of the bridle slipping out, and the form shown, with a straight slot ending in a round hole, gives added security.

The "bosun's-chair-door" can be held in place with ordinary "buttons," or in any manner which does not require projections on the chair itself; and the slots will give ventilation when the chair is acting as a locker door. Another possible place for the bosun's chair is over a locker under a seat cushion. Do not, however, use it to replace a floor board if you can help it, as that will leave a hole to fall into whenever the chair is in use!



STOUT FELLA: A DAY SAILING AUXILIARY

A COUPLE of years ago at about this time a certain very attractive young lady more or less backed us into a corner with the condemning question, "Why are sailboats made as uncomfortable as possible in as many different ways as possible?"

Now, we can generally be depended upon to defend day sailing, cruising, small boat racing, or ocean racing; in fact, any branch of the sport of boating against critics from other fields, so when this young lady opened up with both barrels we made ready to go to battle. We stalled for time a minute or so to get the lay of the land but when additional information was forthcoming we found that we had on our hands not a critic bent on destruction but an enthusiast with some excellent ideas.

She pointed out that on most of the small boats she had sailed on, the seats in the cockpit were too narrow for comfort, they were usually either too far apart or too close to the centerboard trunk to get a proper brace for one's feet when heeling over, and that nary a seat was ever cushioned. She did not question the fact that boats have to heel over when they sail, but did feel that whatever could be done to help keep them on their feet would be worth while. She granted that the wind and spray were part of sailing and that once bitten by the bug you accept them in almost unlimited doses without flinching. "But," she said, "what of the sailor's wife who still isn't completely sold, and the guests out for their first sail. Wouldn't they prefer to take their spray and the wind's ruffling of their hair-do in easy doses rather than by the bucketful?"

She went on to tell about a friend who owned a little 25-foot sloop. It wasn't a racer, and although it had a little cabin with sitting headroom it could hardly be called a cruising boat. The cockpit was tiny but nevertheless the boat was used 90 per cent of the time for day sailing, with guests finding what comfort they could perched on the cabin top and on the weather rail, etc. The cabin itself was used as a stowage locker and that's about all. Of course, on two or three week-ends during the season and for one midsummer week the boat was used for cruising by the owner and a friend. The cabin was used as a cabin on those occasions, but they, our statistically-minded lady had computed, amounted to less than 10 per cent of the time the boat was in commission. She couldn't see the point of lugging around anything as big and as much in the way as that cabin trunk, day after day, and week after week and using it only one day in ten. We couldn't see it either. Another point on which our feminine observer had a great deal to say was the question of what happens when the wind goes flat. It's an old lament, of course, but we couldn't deny that sail boats without power have caused many an uncomfortable hour for those afloat and equally anxious hours for those at home.

We do not know whether the observations of our lady friend ever reached the ears of Gilbert Dunham of Stamford, Conn. If they did not, he has not needed them for in his Stout Fella, a little auxiliary for day sailing and cruising, he has developed an answer to all her objections to the conventional day sailer and incorporated several other original features to boot.

Stout Fella was designed last Fall (her plans appeared in YACHTING for January of this year). She appealed to us at the time, but it wasn't until a few days ago when we got out to see the little boats in various stages of construction and had a short sail in one that we realized fully how practical, attractive, and appealing she is.

Maurice H. Louis Photos

The first Stout Fella out for a sail in late March. She is 22' 6" in overall length and is powered with a 3 hp. Lauson air-cooled motor

A glance at her dimensions shows moderation (22' 6" over all, 18' water line, 7' 4" beam, 3' 2" draft, and 230 sq. ft. of sail), and moderation is just what is called for in a day sailer or small cruising boat; enough sail to make her move when there's a breeze but not so much that it has to be shortened or the boat eased along as soon as it pipes up a bit; ample beam to provide stability and make her stand on her feet; and moderate draft so she can do a bit of shoal water exploring without coming a cropper. Of these factors the beam is certainly the most important, for it is the generous beam plus the intelligent and clever use to which it has been put that makes Stout Fella so practical.

Dunham has his cockpit on two levels. In the forward half there are all the comforts of an enclosed cabin without its big hindrance (on a small boat), limited, confining headroom. The seats are just the right width, and at just the right height, and are padded with thick kapok cushions which also qualify as life preservers. The cockpit coaming is wide and strikes the sitter well up along his back so that he can relax and lean back with real comfort. Each of these forward seats in the cockpit provides ample sitting space for three.

The after half of the cockpit, the helmsman's or sailing section, is on a higher level with its floor at the height of the seats forward, and seats high enough for the skipper to see what is going on all around him and handle his boat accordingly. Just forward of the after floor a little one cylinder engine is installed, almost completely enclosed by a box. Until we pried around beneath this box we had forgotten the engine was supposed to be there. A choice of 4 hp. Wisconsin,

Left — The wide, deep cockpit has well cushioned seats with high back rests and seating accommodations for seven persons. Right — A canvas hood provides shelter from spray, rain, and sunlight and is part of the portable cabin for cruising. Other standard items include Thermo-Vac ice chest, stove, toilet, lockers and an awning which stretches over the boom and snaps on to the hood

3 hp. Lauson, or 4 hp. Briggs & Stratton is available, all with 2:1 reduction and reverse gears. Or, at a slight additional cost a small Lauson water-cooled engine may be had. These little engines give speeds of about five knots under power.

Practical as Stout Fella is with the cockpit entirely open, she becomes even more so when the canvas spray hood over the forward three feet of the cockpit is raised. This provides a most delightful little cuddy shutting out either spray, rain, or superfluous sunlight as the occasion demands. As far as the skipper is concerned, he has to crane his neck a bit to see over it while sailing but everything ahead and to weather is visible from a comfortable sitting position aft.

The canvas hood is obviously part of the cruising equipment and it's the only unit which meets the eye when she sails by as a day sailer. However, when you dig down into her you find under the forward seats in the cockpit a Thermo-Vac ice chest and a two-

(*Continued on page 84*)

HYDRAULIC CONTROLS FOR RUDDER, CLUTCH AND THROTTLE

An interesting application of the principle of the hydraulic ram has recently been announced by the Columbian Bronze Corporation of Freeport, L. I., in the development of Columbian Hydraulic Controls for steering, handling of gears and throttle control. These have been worked out as a result of several years of development and experiment and as an answer to the increasing demand for auxiliary steering and control stations on the flying bridges of sport fishing boats. They are also particularly adaptable to double cabin boats, or those in which tanks, bulkheads, engine installations, etc. make the conventional rod or wire cable steering controls either exceedingly awkward or ridden with friction.

The hydraulic steering gear consists of a manually operated power head, one of which is located at each steering position, a double acting actuating cylinder which operates the rudder, and two ½″ copper tubes which carry the fluid transmitting the pressure. The fluid used is No. 10-W Asphaltic base motor oil.

The power head consists of a conventional wheel, a gear train, and a rocker arm coupled to the two pistons which operate in separate vertical cylinders attached to the unit. The cylinders are submerged in the oil and as the wheel is turned one goes up and the other goes down an equal amount. The descending piston, of course, compresses the fluid in the tube connecting its cylinder to the rudder actuating cylinder. At the same time the ascending cylinder creates a suction in the second tube.

The tubes connect to opposite ends of the rudder control cylinder and either "push" or "pull" on its single piston. One end of this cylinder is attached to a stationary bracket and the piston rod emerging at the other end connects to the end of a 9″ tiller arm. This arm has a total travel of 10½ inches and operates the rudder through 70 degrees. The force exerted is capable of moving rudders exerting 12,000 pound inches of torque, which makes it suitable for practically all yachts and commercial boats up to 60 feet in length.

In addition to the equipment described above there are several details which are very important in the workings of the system. At each power head there are shut-off valves which lock it while other control stations are in use; then there is a patent equalizing valve between the two cylinders and reservoir which permits the system to be vented or synchronized at any time. At the rudder actuating cylinder there are two filling valves and vents and short lengths of neoprene synthetic rubber hose are coupled between the cylinder and the copper tubes.

The Hydraulic Clutch Control is practically a duplicate of the steering control with, of course, a control handle instead of a wheel. Its torque capacity is 1000 pound inches and it will operate a 6″ lever through 45 degrees with a total travel of 4½″.

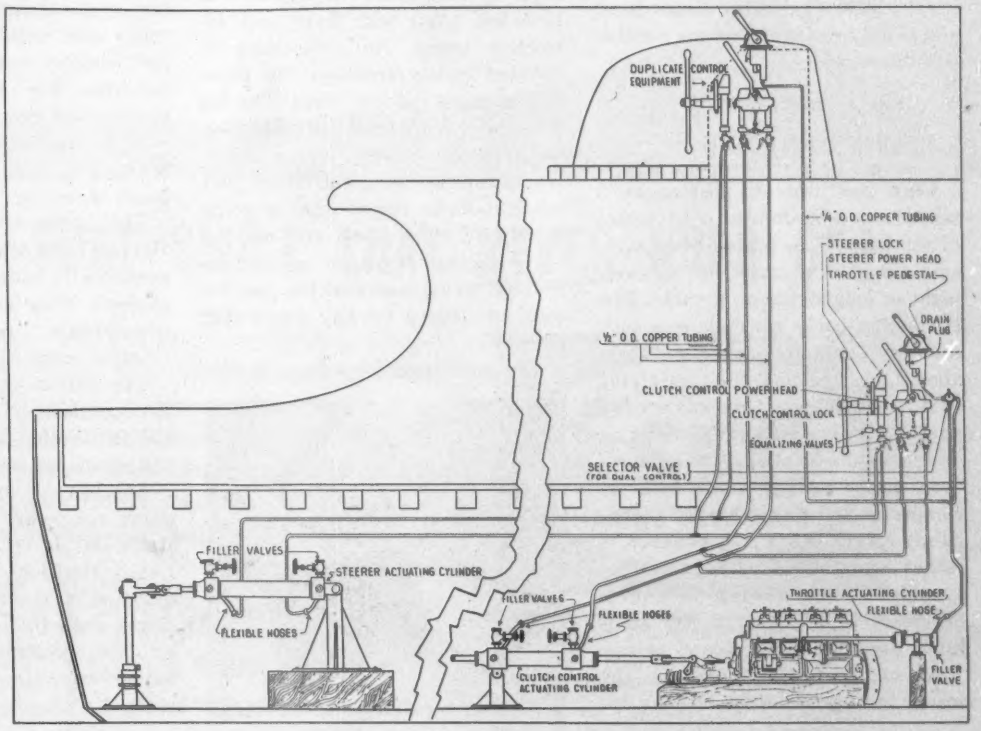
Since the force required to actuate a throttle or governor is comparatively little, the hydraulic throttle control is a single cylinder unit with only one tube. It provides a positive method of controlling either gasoline engine carburetors, Bosch pneumatic governor controls on Diesel engines, or the cam and lever operations of mechanical governor flyweights with reactive forces up to 80 pounds. In the actuating cylinder of the throttle control the fluid pressure does the work on the extension stroke and a balancing spring does it on the return stroke. Any accumulated pressure in this single tube system is released when the control pedestal reaches the closed position through the automatic opening of a vent between the transmission line and reservoir.

Although with cylinders, pistons, etc. in their make-up all this equipment may sound bulky and cumbersome, actually it is compact and not particularly heavy. The weights are as follows: Hydraulic Steering Gear — power head, 50 pounds — actuating cylinder, 15 pounds; Hydraulic Clutch Control — power head, 25 pounds — actuating cylinder — 15 pounds; Throttle Control — pedestal, 5 pounds — actuating cylinder, 3 pounds. The power heads have been designed so that only the wheel or control handles are out in the open, the remainder being out of sight.

Bronze and Monel have been used throughout in the Columbian Hydraulic controls, no steel or iron whatever coming into the picture. The safety factor has been of paramount importance in the design and each part is capable of withstanding nearly twice its normal loads and stresses.

BEACHCOMBER

Sketch showing a typical complete installation of Columbian Hydraulic Controls



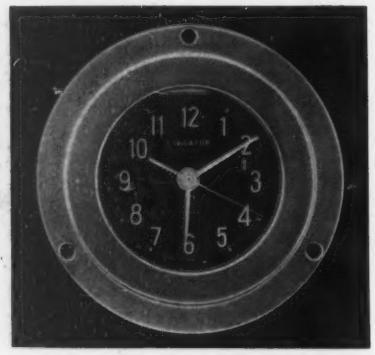
ACCESSORIES—EQUIPMENT—GADGETS

A WATERTIGHT CLOCK FOR DECK INSTALLATION

HERE'S another case of a gadget that's so good and has so many features we wonder why it has not been developed before. It's the new Kelvin-White Navigator clock for cockpit and deckhouse installation. The case and dial match those of the well-known Kenyon Speedometers and facilitate attractive symmetrical installations of the two instruments. The clock itself is a high grade Chelsea eight-day movement.

The dial is illuminated electrically but without glare and is sealed with a watertight gasket. Winding, stopping and starting of second hand, and setting of hour hands are all accomplished from the rear. Minute and hour hands and sweep second hand are in white, while a second hour hand colored red shows Greenwich time. Each hand can be set and adjusted independently of the others.

We can think of a great many advantages in having the Navigator clock on deck on the modern yacht. The sweep second hand would come in very handy for timing racing starts, lights and fog signals and in celestial navigation. Having the time



available at a glance on deck should assist in calling the watches, in reading the taffrail log at the proper time, and in not missing important weather broadcasts, etc., etc.

A FOLDING SUITCASE

ONE good way to distinguish a sailor from a landlubber is by means of the luggage he takes aboard when embarking on a cruise, or an overnight or longer race on a yacht. The landlubber packs his duds in a suitcase and then, after unpacking them aboard, has one devil of a time trying to stow the suitcase. On many smaller yachts there just isn't any place for an ordinary suitcase at all. A sailor, however, uses a sea bag which folds up compactly and can be stowed in any handy corner. A sea bag, however, is rather hard on shore-going clothes in which some semblance of a press or crease is desirable, if not absolutely essential.

An excellent compromise on the sea-going luggage question has re-

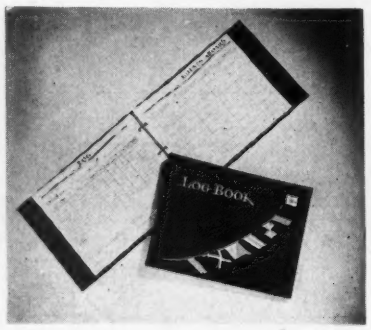
cently made its appearance. It's a new folding suitcase manufactured and sold by Mark Cross & Company of 655 Fifth Avenue, New York City, well known purveyors of leather goods, luggage and various knick-knacks and gadgets. This new suitcase is made of water-proofed brown gabardine with leather stiffening and re-enforcing. It comes in two sizes, 21″ x 13½″ x 6½″ and 24″ x 14½″ x 7″ and the weights are respectively 3 pounds 6 oz. and 3 pounds 14 oz. When opened up and packed they have all the smartness and most of the permanence of appearance of conventional suitcases, yet folded up it reduces to a compact flat bundle easily stowable in the lazarette, in a locker, or in the forepeak. A man could certainly carry one of these and still qualify as a sailor.

For the ladies, there is a similar collapsible hatbox.

A DE LUXE LOG BOOK AND GUEST REGISTER

HERE'S something new in a Log Book which is just about as de luxe an affair as we have ever seen. It is bound in artificial leather, with International Code Flags in gold on the cover spelling out Welcome. It is a loose-leaf affair with large and attractive pages. Half the book is devoted to log forms and the other half to guest register forms. The log forms have space for the usual entries, time, place, distance, course, wind, sea, barometer, etc., etc. There isn't much room to record what is going on aboard ship unless you use the space labeled "Remarks" at the bottom but no log book ever has just the columns desired by any one owner anyway.

The guest register section is also



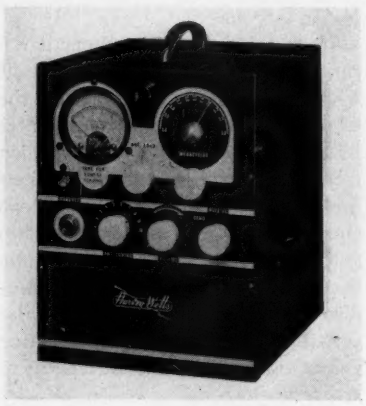
attractively designed with tabs at the ends of the pages reading "guests aboard" and columns for the entry of name, address, and club of the guest.

This new book is being supplied by John F. Winters of 205 E. 42nd St., New York City. The price of the regular book is $6.00 or it can be had as a special de luxe with the code flags in color and genuine leather covers at $15.00.

A PORTABLE MIDGET RADIO TELEPHONE

THE latest thing in radio-telephone equipment is a tiny portable set recently developed by Harvey-Wells Communications, Inc. of Southbridge, Mass., and called the MR-1. This little outfit is entirely self-contained and measures only 8″ x 6½″ x 8¼″. The weight is 13 pounds, yet it houses an eight-tube transmitter and receiver capable of reliable short distance communication. It is designed particularly for communication between small boats and tenders and their mother yachts or fishing trawlers, and between groups of sport fishermen fishing the same waters.

Each set is furnished complete with



one crystal controlled frequency, batteries and handset, ready to connect to either a permanent or portable antenna. The receiving circuit is tunable and covers a frequency range of 2–3 megacycles. One set of batteries will give approximately 100 hours of service.

The larger 10-watt and 25-watt Harvey-Wells telephone sets are now available in either blue or maroon cabinets. They are both equipped for press-to-talk operation and with vibrator power supply units.

The well-known Walter H. Moreton organization of Boston is handling the distribution and sale of the Harvey equipment on a nationwide basis.

Another new small set designed for either temporary or permanent installation is the Jefferson-Travis Utility Model 80, a 5 to 7 watt outfit designed for short range service on a single, fixed frequency channel. The complete equipment consists of a radio transmitter, receiver, power pack, loudspeaker and microphone assembled as an integral unit and contained in a single, durable metal cabinet. An antenna of any convenient length either horizontal or vertical can be used efficiently provided the equipment has previously been matched to the antenna. Additional channels or frequencies can be provided by additional sets of crystals, when desired.

The operating range of Model 80, like that of any radio telephone, is variable, depending upon geographical location, height of antenna, and other factors. In normal installations, a daytime range of 25 miles or more can be depended upon.

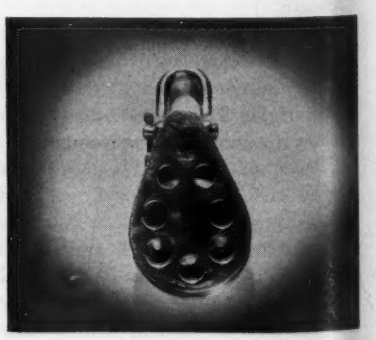
For portable service the following complementary accessories are provided: a sectional collapsible antenna, with carrying case, insulated mounting and lead-in wire; a canvas or wood carrying case with handle; and a wood carrying case for 6 volt battery.

A MAINSHEET BLOCK OF ALUMINUM ALLOY

DURING the last few years there has been a tremendous scramble to increase the speed of racing craft through cutting down weight. The hotter the competition the further the leading skippers and designers have gone in eliminating what they term unnecessary poundage. There are some who question the advisability of going to extremes in eliminating weight in the hull but there is no question but what every ounce saved in the rig makes for speed.

To this end Merriman Brothers, Inc. have been working for some time on the development of blocks, etc. of aluminum alloys. The first of these has just been announced. It is intended for use with ⅜″ diameter rope or smaller and its sheave is 1¾″ in diameter and ½″ wide. Three different kinds of salt water resisting alloys are used, and the whole is treated with the new alumalite process which prevents all corrosion. The sheave turns on an Oilite bushing and is the same size as the sheaves of wooden blocks for the same size rope. The block weighs only 2⅛ ounces.

This block should be ideal for the sheet blocks of Stars, Lightnings and all other racing classes whose main sheets do not exceed ⅜″ diameter.



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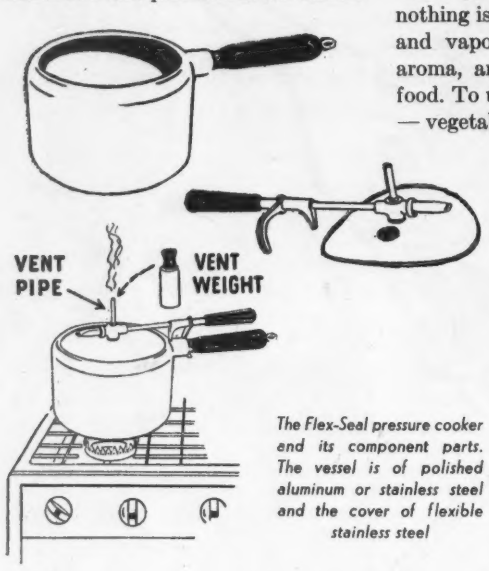
SOMETHING NEW IN COOKING UTENSILS

WE ALL hear a great deal of comment and discussion on galley equipment. Lockers, ice-boxes, sinks, and particularly stoves come in for all sorts of discussion whenever a new boat is being designed or built or an old one refitted. Catalogs are pored over, measurements are taken and retaken and sketches are made up, all working toward simplifying and increasing the efficiency of the preservation and preparation of food. This is all to the good. But what of the cooking utensils themselves? They certainly play a considerable part in the efficiency of the galley as a whole, yet on most boats the choice of utensils seems to have been left almost wholly to chance.

Recently, however, we have run across two new products in the utensil line which have so many features making them particularly desirable for use on the water that we feel they are well worthy of description here. The first of these is the Flex-Seal cooker which was first introduced something over a year ago and has been gathering momentum ever since.



The Flex-Seal pressure cooker and its component parts. The vessel is of polished aluminum or stainless steel and the cover of flexible stainless steel

The Flex-Seal was developed and is marketed primarily as a household item but its advantages are such that it is even more useful on the water than it is at home. The Flex-Seal is really a thoroughly modern version of the pressure cooker but in appearance and in some features of performance it is about as much like the bolt-studded and gauge-topped oldtimers as a modern ocean racer is like the old spoon bow yawls of forty years ago.

We've never cooked aboard with a Flex-Seal but have had reports from several who had them last season and for the past two months have ourselves been enjoying their convenience and the excellence of the food they produce at home. As we understand it the pressure cooking works advantageously in two ways. First, at the Flex-Seal's cooking pressure of 15 pounds the temperature is considerably higher than the 212 degrees maximum at which open or loosely covered vessels do their cooking, therefore the cooking is done quicker, much quicker. Second, since the cover is sealed tight nothing is cooked out with the steam and vapor. All the original flavor, aroma, and vitamins remain in the food. To us this means just one thing — vegetables, cereals, meats, everything we have prepared in the Flex-Seal, has come out of it tasting much better than ever before.

With each cooker the manufacturers supply a printed card indicating the length of time required to cook each particular vegetable, etc., and the amount (very slight) of water to be used with each. The procedure is simple and foolproof, requiring only one or two more glances at the clock and the pot than would be required in ordinary cooking, broiling, roasting, etc.

The name Flex-Seal is derived from the limber stainless steel cover which is responsible for much of the simplicity of the cooker. After the food has been placed in the Flex-Seal, the cover is tilted, slipped under the rim, and the cover handle squeezed down and locked into place. This seals the ball-jointed edge of the cover tightly against the rim of the vessel. Next the cooker is placed over a full flame and the heating commences. In a minute or so a steady jet of steam will be

A Revere Ware sauce-pan of Copper Clad Stainless Steel. The bottom and lower edge of the sides is copper clad, the remainder of stainless

flowing from the vent pipe at which point the vent weight is placed over the pipe. This weight is so balanced that it just offsets the required 15 pound pressure. When it begins to jiggle and hiss, cooking pressure has been reached and the timing commences. At this point the flame can be turned down to a simmering height. At 15 pounds pressure sliced carrots require only 2 minutes for cooking, corn on the cob 5 minutes, peas no time at all, asparagus ½ minute, etc. At the expiration of these short periods of time the cooker is removed from the flame, the weight removed, and in about three minutes pressure is down and the cover can be removed.

It's all very simple, in fact considerably simpler than the telling of the story. Of course, the time required to obtain the 15 pound pressure, and the time at the end when it is receding is really all part of the cooking time and for this reason the actual time saved varies considerably. It is greatest with meats, such as chops, cutlets, stews, and small roasts. But with everything we have cooked in the Flex-Seal in two months of use, the greatly improved flavor, the retention of color and freshness and the saving in fuel makes it a very worthwhile utensil, regardless of the time saved.

As we see it the Flex-Seal is particularly valuable for cooking on the water for the following reasons:

1. It is fast, and therefore is a great aid to the preparation of well-rounded meals on the small two- and three-burner stoves of a great many of the smaller yachts. Once the pot is hot the 15 pounds pressure builds up in no time. Thus, while mashed potatoes are being whipped up a second vegetable can be cooking in the Flex-Seal.

2. It saves fuel, and although the cooking fuel bills are only a very small item in the total cost of maintaining a boat, it is a nuisance to have to constantly refill the fuel tank.

3. Everything — vegetables, cereals, meats, soups, etc., taste 1000 per cent better coming from the Flex-Seal.

4. It provides a simple, quick means of cooking meats which would otherwise be unavailable to the many boats which have no ovens.

5. Very little water is required in cooking with the Flex-Seal and any saving in water is a convenience whenever you can't dip drinking or cooking water up over the side.

The Flex-Seal is available at leading household furnishing stores or from the manufacturers, The Vischer Products Company, Merchandise Mart, Chicago. It comes in 1, 2, 3, and 4 quart sizes. So far only the 2 quart and the 4 quart are available entirely of stainless steel but the regular aluminum cookers are highly polished and salt air and salt water corrosion, the bugaboo of ordinary aluminum utensils on coastal waters, should cause little trouble.

THE FINEST complete line of cooking utensils for seagoing use that we have ever seen is the Revere Copper Clad Stainless Steel Ware recently introduced by Revere Copper and Brass, Inc. of Rome, N. Y. They are entirely of stainless steel with a special shell of copper bonded to the bottom and for about an inch up the side. The copper clad section is about 2½ times as thick as the sidewalls.

These utensils should eliminate once and for all the pock marking and corrosion suffered by ordinary aluminum utensils on salt water and, of course, they are not subject to chipping like enamelware which takes such a beating in rough weather. All handles are welded to the utensils. A further advantage is the low center of gravity bottom. Copper provides the best heat conductivity of all common metals used for utensils.

STOUT FELLA: A DAY SAILING AUXILIARY

(Continued from page 81)

burner pressure kerosene stove, both permanently installed and easily accessible; the doors at the forward end of the cockpit disclose a tight and good sized locker the full width of the ship for the stowage of food, utensils, sea bags, and equipment. Stretch out on the well-cushioned berths and you find they are almost seven feet in length and very comfortable. Other items in making Stout Fella a snug little boat for two persons to cruise protected water in are either a bucket type or regularly installed toilet in the forepeak beneath the forward hatch and an awning or full length cockpit cover which fits over the boom, snaps on to the hood and ties down to the cockpit coaming all the way back. It makes a warm, dry, and snug little "cabin" with headroom of almost five feet, half again the amount which would be available in a conventional cabin in a 22-footer.

For the sake of simplicity and saving in cost of upkeep all trim is painted. But here again is where Stout Fella gets much of her appeal, as the designer has worked out several color schemes, and sees that the colors are perfectly blended to produce a strikingly attractive appearance. For instance, one color scheme calls for blue top-sides, red bottom, white sheerstrake, blue or gray deck, white mouldings and coamings and an interior of either blue and white or gray and white. The sails of creamy Egyptian duck and made by McClellan top off the colorful picture.

Under sail she performed most creditably. What we were really looking for, remembering that she was designed for day sailing and cruising, was balance, handiness, and steadiness. Her balance is just as it should be: perfect in light air, and with a slight weather helm in a breeze, no problem at all with her large rudder and long tiller. Reaching and running off before a sharp little sea, her long keel served to hold her steady and straight. A permanent backstay, jackstays aloft, and an all inboard sail plan, the things that make handling the modern rig so simple are all found on Stout Fella.

Her materials and workmanship, with oak frames, 13/16" Philippine mahogany planking, and Everdur bronze screws, are well up to the standard of excellence set by the originality and appeal of the design.

"BOBCAT III"

Sparkles with

"DULUX"

THIS sensational 60-footer is built to stand the pounding of heavy seas and weather conditions that range from sub-tropic to sub-Arctic.

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YES—BUT ARE YOU SURE?

(Continued from page 52)

currents, I sailed for several days in water that, according to the current chart of the North Atlantic, was pretty much in the center of the Gulf Stream. This was south of Latitude 40 between Longitudes 65 and 48, where the Stream is supposed to flow about east and where, on a previous occasion, I had found it helpful to an eastbound vessel. This time we had carried a fair wind for six days from Cape Cod and, in figuring my D.R. on the seventh, I had every reason to allow for an overnight easterly set of ten or twelve miles. The sights indicated that we had not been assisted by the current and that, on the contrary, we had been retarded about eight miles by an unpredicted westerly set. Naturally, I blamed my sights.

My shipmates noticed that the wavelets on top of the ground swell seemed to be standing up against the southwesterly wind, and when, by radio, we learned from the Coast Guard ice patrol cutter that the wind had been easterly in that region for two weeks I revised my poor opinion of the sights and concluded that the continued easterly wind had set up a surface current counter to the Gulf Stream powerful enough to vitiate in addition the surface effect of the southwesterly wind that we were bringing up to meet the easterly. It is interesting to speculate on what may have happened the next day. Did the surface current, after piling up water to the westward, suddenly reverse its flow and surge with doubled strength in its normal direction?

This example is not given with the implication that I learned anything from the experience by which to improve my dead reckoning in future. Perhaps our deductions about the westerly set and the cause of it were wrong. The point I can stress without reservation is that, dealing with elements as unstable as wind and water, navigation cannot be exact unless fixes are frequent.

So, as you wipe the chalk from your fingers and turn away from the blackboard, you must compose your mind for the acceptance of a contradictory assortment of beliefs and unbeliefs. You must trust yourself and rely implicitly on the results of your navigational findings. At the same time, you must always be a little distrustful of your best judgment. Don't be such a damned good navigator that you can prove from your calculations that you aren't where the lookout says you are — as in a case I've heard of of a steamship captain who was so sure that he was dangerously close to the coast of England that he ordered the helm over and promptly went aground on the coast of France.

Don't commit yourself by saying aloud: "We're here and in so many minutes or hours we'll be here." Say that to yourself as often as you like but keep your judgment fluid, adding, also to yourself, "Suppose I'm not here. Where am I most likely to be, considering that So-and-So has had the helm for two hours, that the character of the swell changed half an hour ago, that the water hasn't changed color the way I expected it to, and that I had just been awakened from a heavy sleep when I got that fix at morning twilight?" Then apply all the geographical probabilities, north, east, south and west, to your expected landfall in case you're not where you think you are. Memorize the characteristics of lights and buoys up and down the coast for several miles so that if one is unexpectedly sighted you can place your position instantly and haul away from danger. Study the coast charts. Find out how the currents should run under normal conditions. Know the stage of the tide and the phase of the moon.

And then, when you make your landfall — dead on the nose, I hope — don't relax and let your shipmates pat you on the back and tell you what a fine sun-shooter you are. Stow all that until your yacht is at anchor and the responsibility of piloting her is off your shoulders.

As previously intimated in Yachting, I'm getting to be a fussy old man. Never a very good navigator, I've at least been a conscientious one, having learned from experience that not even the cruelest master orders a man to stop working a sight to start peeling potatoes. Once in a way, even a kind hearted master is a bit annoyed over my absorption in the art and I recall one who expressed himself in no uncertain terms about my fanatical attention to simple arithmetical sums. He said:

"Look at old Alf, working ten sights a day, never sure of where he is, and adding up eight plus five half a dozen times to see that it makes thirteen. All you really have to do to navigate a boat is to take a morning sight for longitude, a noon sight for latitude, and an afternoon sight to confirm your morning's longitude. Me, I'm going to do my own navigating in the next race and save wear and tear on pencils."

So this owner, who makes fewer mistakes in a week than I do in an hour, navigated his boat the next time. He made only one error on this occasion, but it was plenty. When the time came to sight a certain light, the light

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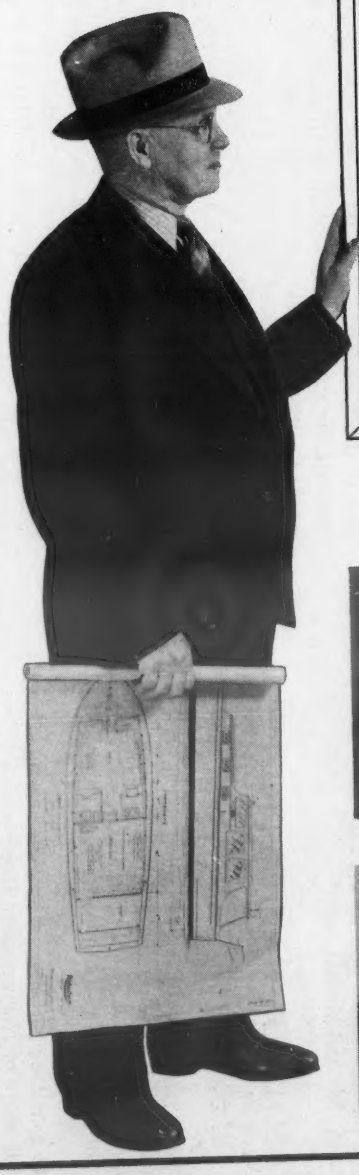

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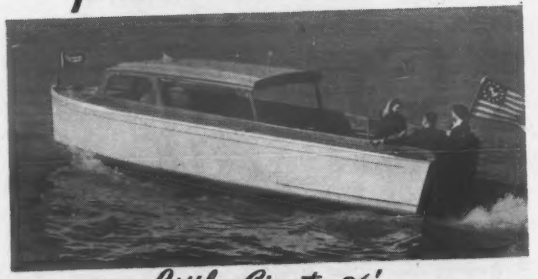

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wasn't there — and *bam!* went the inexperienced navigator's confidence. First he blamed the chronometer, this having occurred years ago when radio comparisons were hard to get. Next he assumed that his taffrail log was cockeyed. After that, he decided that somebody must have bent his sextant. Between blames, he hurriedly reviewed the working of his most recent sight and reassured himself that he had not been guilty of a stupid arithmetical error.

Finally — but by this time hours had passed and morning had come — he distrusted himself and everything connected with the art of navigation so heartily that he lowered sail and sat in one spot on the reluctant bosom of the ocean while the sun shifted 45° in azimuth and he got a time tick that revealed no error in the chronometer. He then ascertained that he was 30 miles short of where he expected to be and, with this reliable fix, went back over his earlier figures and found the cause of all the trouble. Like me, in the matter of Chesapeake Lightship, he showed up at the finish line twenty-four hours too late to figure in the money.

I OFTEN think that navigation is the most pleasurable side of the many-faceted sport of sailing. But it's no fun if you have to look back over the record of a few days of ocean racing and groan: "Jeepers creepers, if I'd had more confidence (or less confidence, as the case may have been) in myself, we'd have won that dad-blasted race."

THE "OLDER NAVIGATION"

(*Continued from page 50*)

the sun bore, that from which the large rollers came and the Trade Wind.

The skilled native navigator, in searching for land, would have all of these methods in mind and would keep going on his course until some sign told him that land was not far away and how he should change his course to reach it.

As a boy, I used to go out with a lobsterman while he hauled his pots off the rocks on the west shore of Narragansett Bay between Narragansett Pier and Point Judith. The trend of the coast was north and south, the prevailing wind southwest but the big rollers seemed always to come in from a southeasterly direction. My friend never bothered to carry a compass and, in the frequent thick fogs, always steered by the heave of the sea. Later, I frequently used this method of steering in a fog.

AS to the possibility of the old South Sea Island natives maintaining themselves at sea for considerable periods of time, the following experience of a Hawaiian mail carrier not many years ago demonstrates the ability of even the untrained natives of today to support themselves at sea for a long time.

Early in October, 1919, a native mail carrier was swept out to sea in a motor boat after his engine broke down. At the time he went adrift, he was alone and entirely without food or water as the boat was used only in short runs. He was not rescued until 51 days later. In the meantime, he had collected rain water and made a spear and fish hooks out of old iron and wood he found in the boat. With these, he was able to get enough raw fish to live on for 51 days.

Let us now consider how the traditional voyages between Hawaii and the South Sea Islands could have been made.

THE voyage from Hawaii to the South Sea Islands presents no extreme difficulty; all that was necessary was to sail about south in a well manned and seaworthy canoe and keep going. You could hardly avoid picking up islands where the crew could rest and refit.

It was the return voyage which has seemed difficult because of the isolation of the Hawaiian Islands. However, a study of the large scale charts covering the water between Hawaii and Tahiti indicates that no great gaps would be met that could not be crossed quite easily and with reasonable safety in returning from Tahiti until Palmyra was reached. The longest jump was from Malden Island to Christmas Island, about 370 miles. This, at the rate of three miles per hour, would mean five days but, with a fair wind and sails, this might have been reduced to two days.

From Palmyra, however, the jump was between 500 and 600 miles but here they were enormously helped by high mountains, Mauna Loa, nearly 14,000 feet, on the Island of Hawaii, and Haleakala, 10,000 feet, on the Island of Maui. As we have shown, the cloud formation above these mountains frequently gives notice to the trained eye of their presence for a distance of 150 miles. Now, in a run of 600 miles, an error in the course of 150 miles either side of the correct course is a substantial one — even rather poor courses sailed by the sun and stars ought to come closer than this — and this largest gap, being the one nearest to Hawaii, might reasonably be expected to be the one with which the old navigators were most familiar. Really, all that was necessary to reach the Hawaiian Islands from Palmyra was to make good a course due north by the sun, north star and nearly

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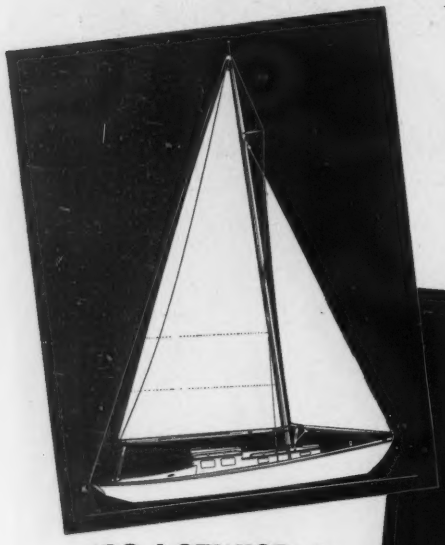

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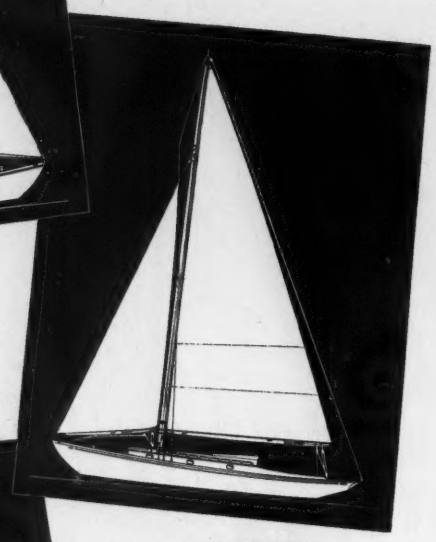

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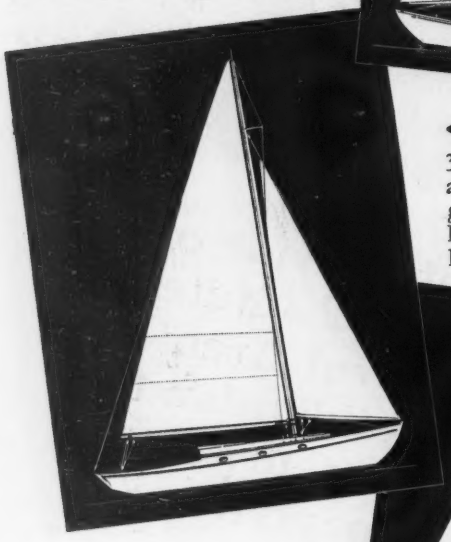

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constant Trade Wind, and it would have been almost impossible to miss them.

Traditions are plentiful among the Maories regarding this or similar voyages. The only aids to navigation recorded are the bearings of the sun, moon and stars. I do not doubt for a moment that the above methods of locating islands were well known and used by the skilled Maori navigators. They may even have been described to the earliest missionaries who, not being skilled seamen, failed either to understand or record what they were told except in relation to the heavenly bodies, whose use in determining direction was already familiar.

This brings us to the so-called "Sacred Calabash" described by Rear Admiral Hugh Rodman (retired) in "The Proceedings of the United States Naval Institute" for August, 1927. This calabash, he said, can be seen in the Bishop Museum, Honolulu.

According to Admiral Rodman, the "Sacred Calabash" was a cylindrical vessel and, when in use, was filled with water to four holes, all at the same level and spaced equally around the calabash. It was kept vertical by keeping the four holes level with the surface of the water in it. The holes were located at such a distance below the rim of the calabash that, when the observer was in Hawaii, Polaris could just be seen above the rim when looking through the hole on the opposite side. This meant that the observer looked 19° above the horizontal because the altitude of Polaris is the approximate latitude of the observer and 19° is the approximate latitude of the Hawaiian Islands. If the star could be seen above the rim, it indicated you were north of 19° latitude.

According to Admiral Rodman, the method used for returning from the South Sea Islands to Hawaii was to head far to the east of the Hawaiian Islands while going north until observations with the "Sacred Calabash" showed they were in the correct latitude and then head west before the Trade Winds — keeping in the correct latitude by means of nightly observations until the islands were sighted.

In January, 1928, I called at the Museum to see this interesting instrument but nothing was known of it there. Mr. Stokes, Ethnologist for a number of years and long a resident of Honolulu, had never seen or heard of it and doubted its existence.

However, in the course of a long cruise in 1938, I met a man who, forty odd years ago, had lived in Honolulu. He told me he had seen this calabash in the Bishop Museum exactly as described above. At that time, he said, they did not seem to regard it as of any great value as it was lying on the top of a case for anyone to handle. He had never seen or heard of Rodman's article. He described to me accurately the same device described by Admiral Rodman. This is a welcome confirmation of Admiral Rodman's description in face of the denial of the existence of such an instrument by the officials of the Bishop Museum.

Admiral Rodman's story was complicated by the fact that he included in the article a photograph of a vessel which is now in the Museum but which does not correspond at all to his description. First, it is not a calabash or gourd but is of wood, hollowed out; second, it does not have four holes at 90° apart but has ten groups of three holes each; third, the angle between the lowest hole and the rim opposite, if the vessel could be used as described, made 11° 27′ instead of 19°, a difference of 7½° or 450 nautical miles. In other words, it would have located the navigators 450 miles too far south! But the apparatus could not possibly have been used as described because the holes were so small that droplets of water would fill them and prevent any vision through them. They are between 1/16- and 1/8-inch in diameter. I have seen and handled this vessel; fourth, Mr. Stokes said, the history of this particular vessel is perfectly well known. The holes were for thongs to hold the cover in place and it was probably used as a trunk for one of the Hawaiian kings. There are many similar, smaller receptacles in the Museum in which the thongs are still in place.

Mr. Stokes wrote an answer to Admiral Rodman's article which was published in the "Proceedings of U. S. Naval Institute" in February, 1928, and with it an answer by Admiral Rodman who replied that the photograph published by him must have been taken of the wrong vessel and that he had actually seen such a "Sacred Calabash" as he had described. Mr. Stokes says he found no record of it in the Bishop Museum and had never even heard a rumor that such a vessel existed.

Now my acquaintance comes along and, without ever having seen Admiral Rodman's article, described the "Sacred Calabash" in almost the same words as the Admiral so I think we must admit that the evidence is fairly good that this calabash actually existed and that the old Hawaiians might have been provided with a crude means of determining their latitude.

This article really only scratches the surface of the "Older Navigation" but I hope it will lead others into this almost untouched and fascinating field of research.

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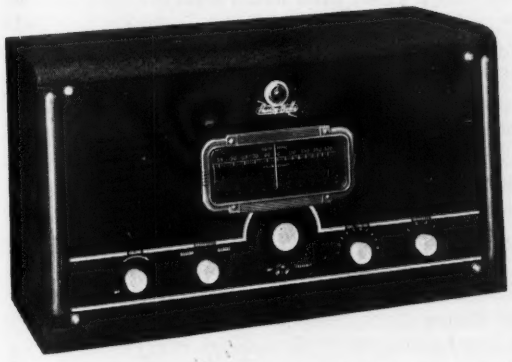

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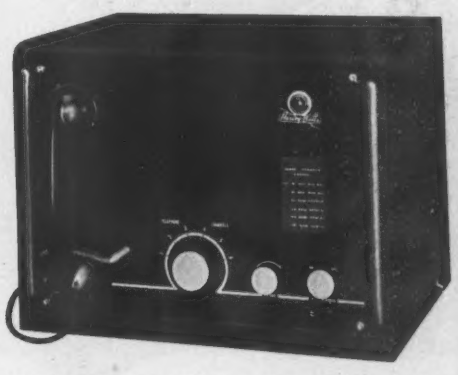

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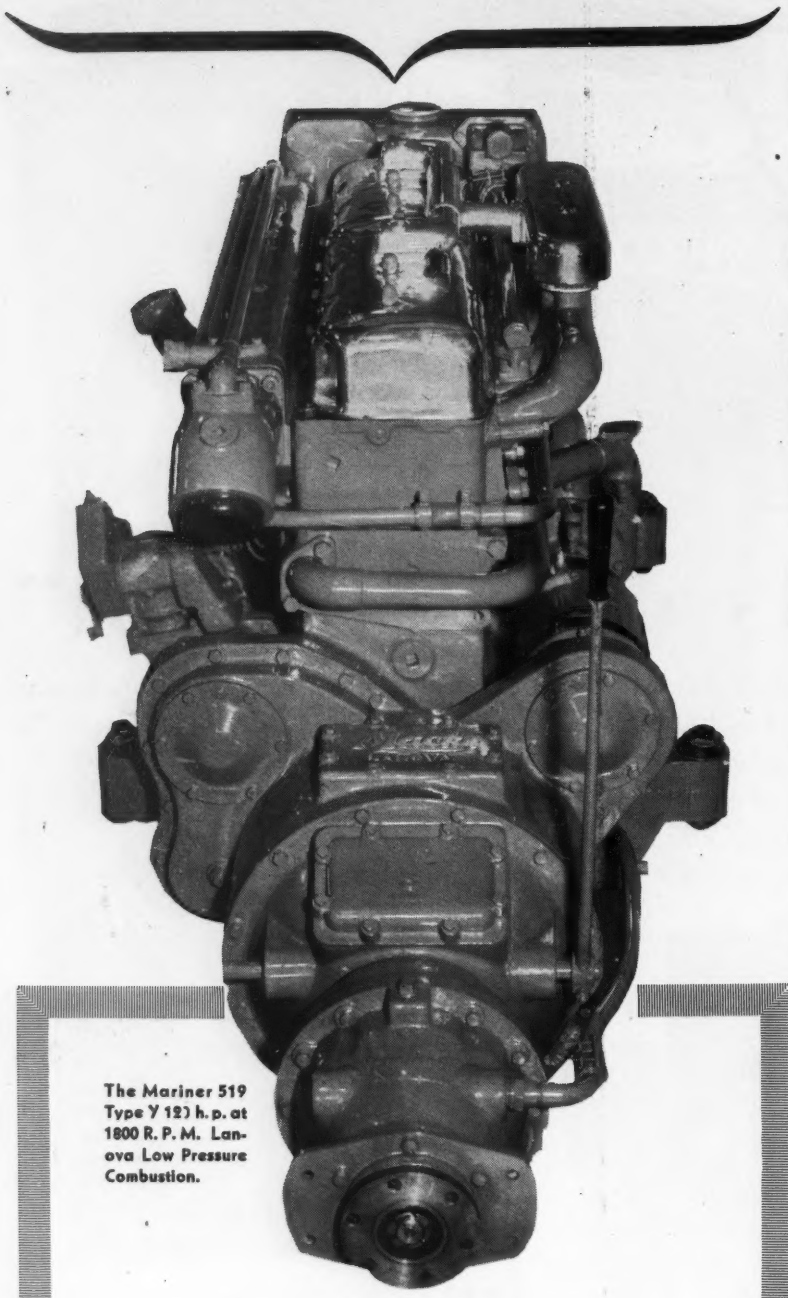

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CRUISING TO ITALY AND BACK

(Continued from page 60)

I SENT Joe to sleep one morning and took the wheel. In a short period, I went through the whole cycle from complete darkness through twilight, to full daylight. Tiny clouds on the horizon, becoming reddish, made me think of artificial fireplaces where the timbers become smoldering embers by reflected electric light. As the sun came up, round and golden, another figure flashed in my mind that made my mouth water, a big orange in the basket woven by those tiny cirri.

In nearing Bermuda, we did not have good sun sights and we had been thrown out by the current setting northeast. It was important to have the exact position because in wartime navigational lights are out. Joe and I were intimate now with the stars. One by one, we brought them down — half a dozen each — for a dance on the horizon. They showed us the way. Before midnight of October 27th we were outside Bermuda, waiting; the harbor is closed at night.

"Where do you hail from?" asked the examination officers on boarding us the next morning.

"Tangier, Morocco."

"You lucky bunch of d-a-w-g-s."

WHEN we took our departure from St. David's Head, at noon of November 3rd, we still thought of Bermuda as the vestibule of our home. Why shouldn't we? We found friendliness, hospitality and good will wherever we turned, and no enmeshing red tape. As the islands became a dash of dark blue silhouetted against the liquid blue of sea and sky in the distance astern, our appreciation of that spot and the people we met became warmer.

We left *Trade Wind*, the only American yacht we had met since leaving Halifax, in St. Georges Harbor, and now, at the start of our last leg home, it was comforting to go over the kindness and hospitality Mr. and Mrs. Gilmore showed us during our stay. Mrs. Gilmore even played the good fairy, coming aboard with boxes and bundles before we left. The boys behaved like delighted children.

IN the afternoon, we had all our kites set: staysail, jib topsail, mainsail, main topsail, mizzen and mizzen staysail. Twenty-four hours later, we were sailing a course 334° true with a beam wind under double reefed mainsail alone.

The weather grew worse. We sailed on. With that mere handkerchief of a sail, we approached the American coast north of Cape Hatteras. What a bumpy and crooked and interminable vestibule that turned out to be! At one time, on a freak wave that spun us right around, *Iris* heeled nearly 90°. It was not imagination, either. There was my sheepskin coat, hanging on the bulkhead to starboard. When she righted herself, the tail of the coat had hooked itself on the hanger at the same height on the port side. True enough, the coat is much wider at the bottom than at the neck; a few degrees must be allowed for that, and probably a few more for the swing, yet we were thrilled aplenty.

"I didn't believe these things when I read them in story books," mumbled Richard in utter bewilderment. "I'll believe everything now — anything may happen."

The log book was eloquently silent those days. Once the worst was over, Richard was the first to break the silence: Friday, November 10th, a.m.:

"We got the worst gales I've experienced since I've been on *Iris*. The first one started last Saturday. After that one cleared, we got a series of them from the NW. We had to sail NW to get home. Out of 360 directions the wind could blow from, it had to find the one we laid down on our chart for a course.

"After we left the Gulf Stream, the cold set in. Misery reigned. Every man on watch came in half frozen and half drowned. The wind was usually screaming. One night, one of the main shrouds let go, together with a backstay. There were worried looks on faces that night. The skipper and Joe fixed them up the next day and we were all relieved.

"Yesterday, the gale from the NW was so strong that it was impossible to sail to windward. We took in all sail except the double reefed main under which, with helm lashed, we hove to. All hands came below to keep warm.

"It seems to me that the worse things get, the better our little crew and skipper get along together. Anyway, we had a rather good time yesterday despite the gale. This ship can't be beaten in heavy weather."

PASSING abruptly from the Gulf Stream into a frigid blast from the northwest was like stepping from a Turkish bath into an ice box. Our diet had been poor since the day we left because it was impossible to cook, which made us feel the cold more. Three days out of Bermuda, I had to throw overboard a nice tuna Richard had caught because it began to smell. Canned Boston beans for breakfast were devoured with ravenous appetite.

Yet nothing bothered me so much as when I had to heave her to. It was none too soon. When Joe took in the staysail — he was tied to me by a rope around his waist and I in turn was tethered to the mast — he disappeared under a wave. I was glad to see a pair of eyes blinking above the water.

Meanwhile, my zealous friends at home got busy. The club was notified of our arrival at Bermuda. "Hurricanes or no hurricanes, he will be here by the week-end if *we* know him," asserted the most enthusiastic ones. "The reception must be given Saturday."

They won. Circulars were sent out, an orchestra hired, chef and stewards notified. On Saturday night, November 11th, everything was set for a gala reception. At 8:00 p.m., everyone was there but *Iris*. Reluctantly, Commodore Von Au ordered the dinner served. As a metropolitan daily put it: "the guests were trying their best to celebrate the arrival of somebody who had not arrived."

At the same time, the skipper and his crew, in turning the point at the entrance of Sheepshead Bay, started a party of their own — with pyrotechnics. They set off emergency flares. One of them can be seen for twenty miles. With several lighted, the little ship advanced in a glorious aureole. We were wondering whether there would be at least a floatman around to assign us to a mooring when *Iris* was spotted.

It was like the bursting of a dam. A shouting crowd rushed to the floats. Enthusiasm went wild. We were astounded. What followed, I shall not attempt to describe. It is one of the dearest remembrances of my life. Still in our sea togs, we sat down to the dinner of welcome.

After a little nap aboard the boat, the crew got busy making her ready. Escorted by Commodore Von Au's *Idler IV*, Lloyd Garrison's *Escapade* and other boats, we sailed out to report to quarantine and "pose" for pictures.

Obeying the well-wishing injunction of a charming yachtswoman, we carried aloft the flag hoist A-U-L, which means: *All is Well*.

The End

ALI KNOWS THE WAY

(Continued from page 43)

rected up to 1746. Others were better than this; they all bore queer hieroglyphs in Arabic, marking the bolder headlands and the worst danger points.

Ali also had two books of directions with him, though he never looked at either. One was a kind of periplus, in Arabic, of the Indian Ocean, but it was really little better than a list of places and distances (many of them wrong) with some stuff about the seasons, the winds and the currents, which anybody would know who'd been down that way twice.

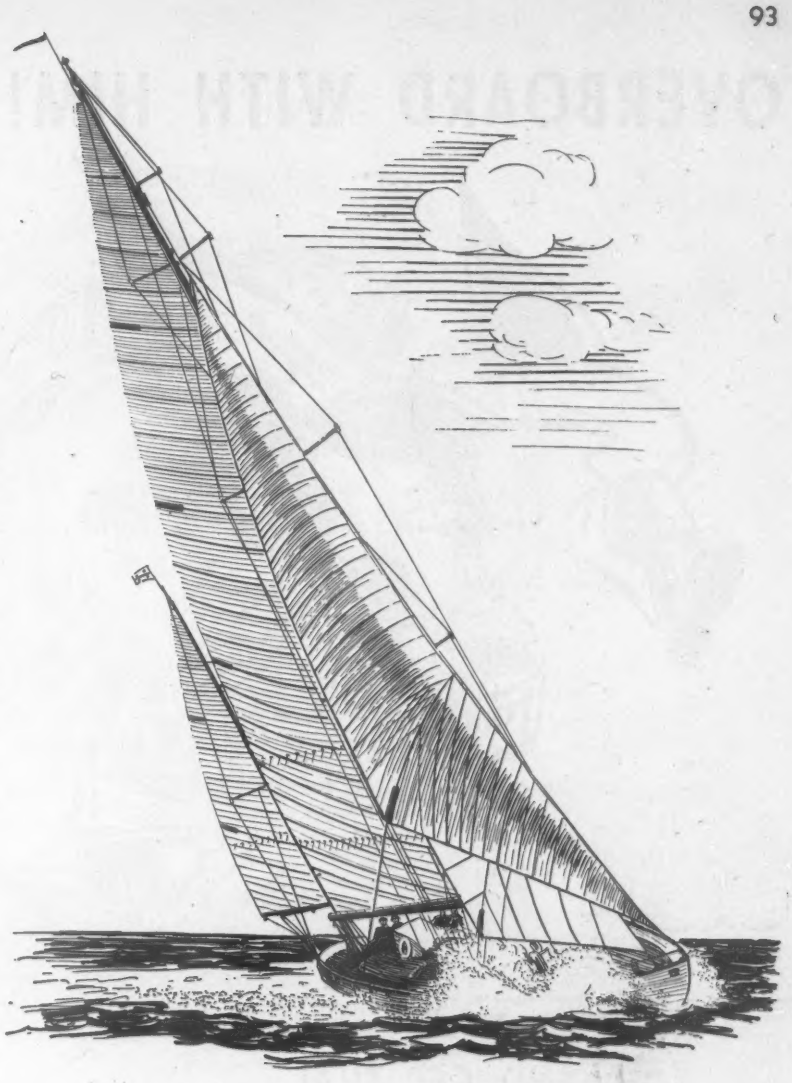
This was a printed book, in paper covers; the other was an ancient manuscript document, a kind of a parchment thing, which looked much more interesting. It was, said Ali (as if apologizing for its youth) only 100 years old. I noticed with surprise that it was illustrated with as many diagrams showing full-rigged ships as Arab dhows, but Ali explained that it was a Muscat production. About 100 years ago, the Sultans of Oman and Muscat, apparently, kept quite respectable fleets of ancient frigates, some bought from England, some built in India.

Those were the days when the Arabs dominated the whole east coast of Africa down to Lourenço Marques, and the Sultan of Oman was also Sultan of Zanzibar. If those days are gone forever, it was interesting to see that, at any rate, the mariners' Directory of the Indian Seas was still of use.

Not that it was much used. Ali never looked at it. He gave it to me, as a matter of fact, and being in Arabic — and manuscript at that — it wasn't any use to me either. I couldn't read it.

Ali's idea of navigation was to go out to sea and then go on to the next place and go into that; he couldn't for the life of him understand all the bother about trying to know where the ship was all the way in between. That was all very well for him, and I must say that his knowledge of landmarks and of the waters in all the trades he knew was remarkable. But, if his ship was offered a freight for some place he did not know, he was lost. He had a pair of very old wartime binoculars, whose only use as far as I ever saw was to make hazy coastlines hazier and blurred landmarks even more difficult to recognize. He had also, stowed away in the bottom of his chest, a pair of dividers without points and some parallel rules which were warped. Not that that bothered him: I saw him lay off a course only twice, once with his thumbs, the other time with a frond from a date palm.

This *nakhoda* of ours was a remarkable man, for all that. What he knew



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was in his own mind and needed no refreshment from books. He was a first class pilot and proved it more than once. He was only 29 but he had been in command of long-voyage ships for nine years — more than that, he said.

But I don't know; the Arab has a hazy idea of years. According to his own account, he had been a *nakhoda* since he was 16: but I take leave to doubt that. I never saw a *nakhoda* at 16. Most of them were oldish men or, at least, looked old. The truth was that Ali didn't know his age, for certain, and certainly didn't know — or remember — how old he'd been when first trusted with a ship. She was only a small ship trading to Iraq and to Persia.

He had had no serious accident and had lost no ships, though losses are common enough; he'd been aground and he'd been dismasted, but these are both accidents too commonplace to count. Ali read nothing but the Koran, spoke nothing but Arabic (and a few words of Hindustani, Swahili and Persian), wrote with difficulty.

Aboard his dhow he was God — and there were no prophets. Sometimes tyrannical and always finding fault, he was never harsh. He had no time for medicines or any such nonsense; no sailor had any right to be ill. There was not as much as a dose of salts nor a phial of iodine in the ship; if there had been, he would not have used them. His invariable remedy for everything was his fatalistic faith in Allah; Allah looked after the ship, not he. Allah sent good winds — and bad, too, if He felt inclined; Allah brought the ship through such mild dangers as sometimes beset her; Allah even helped to sell her cargoes ashore.

This fatalism was ingrained into our *nakhoda*, into all Arabs. No preparations were ever made for anything. Nobody ever looked for necessary jobs and did them. The lifeboat (a longboat, lying on the main deck or on top of the cargo) was never ready for use; if the ship were so unfortunate as to sink or be run down by a steamer, then the longboat would probably float off and the coast was never far away. All hands were good swimmers. There were no officers of the watch. If something were chafing through, it was not noticed; let it chafe first and then it would be fixed. (Though there was an abundance of chafing gear and the ship's gear was all right.) Five times a day all hands washed in the sea and prayed, facing Mecca; having done that, they expected Allah to stand by them. Mostly he did, too.

How our Ali managed to keep himself spotlessly clean in that dhow, with cockroaches and all manner of livestock scampering about, no cabin, no shelter of any kind, his belongings all in a public chest and no fresh water to spare, was a source of constant mystery to me, but keep himself clean and spotless he did. He changed his clothes twice a day, always wearing well-blued white, long shirts over white Indian sarongs, with white headcloth and black *aghal*. (An *aghal* is one of those halo-like headrope things that Arabs keep their headcloths on with.)

He was a marvel, too, at ghosting his ship along in light airs, detecting slight changes in the imperceptible airs when I could not and always trimming his sails to them with the utmost care, even when we had five and six cat's-paws an hour. This kind of sailing he well understood but a dour beat and real adversity he did not.

As for the making of any vessel completely and thoroughly seaworthy, that was a thing seemingly beyond his comprehension, beyond the conception of all Arab *nakhodas*. To make such voyages as they make, a ship may be a sorry thing and still survive: during the months of the southwest monsoon, when the wind is sometimes hard, they would not think of sailing. But ships and seamen unfit to keep the sea — or even to face it — under all conditions, can scarcely rate high. As far as I was able to gather (and the Arab was never a willing informant on anything), the rate of loss is high and avoidable accidents far too common — accidents like strandings due to faulty navigation (or no navigation at all), protracted voyages due to ignorance and indifferent seamanship.

Even after all these centuries, the Arab knows comparatively little of his own weather conditions and what he does not know, he will not learn. He is well content with his ignorance. Local conditions, coasting in the northeast monsoon, where to look for favoring breaths in a Gulf of Oman calm, the Gulf of Persia, Kuria Muria Bay, the Malabar Coast, the sandbanks of the Rufiji Delta, the approaches to Zanzibar, Kungk, Karachi, Kwale Island — these things he knew.

But, though Ali said himself that one of the Arab's great shortcomings was his refusal to use his brains, what he did not know he would not learn and indeed scorned. He was well satisfied both with the gamut and the details of his own knowledge; he knew, he said, such things as he required to know. Why, then, bother about more?

And so the sextant remained a mystery to him, chronometers a waste of money, patent logs an unnecessary impediment uselessly trailed astern — and he made good voyages, each year over 8,000 miles, and carried good cargoes and delivered them in good condition. Indeed, then, what more could he have done? What more to do?

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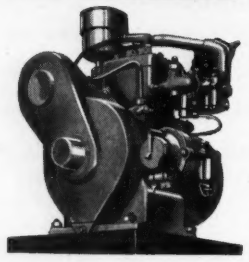

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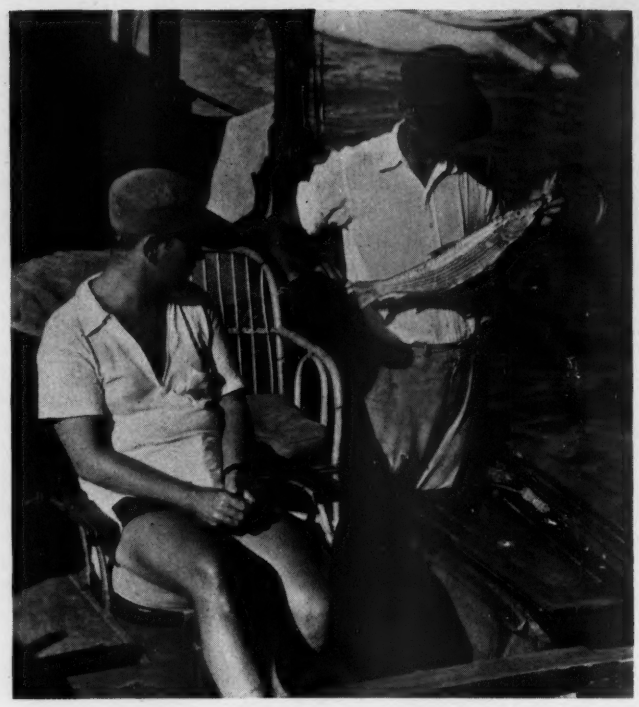

Angler and guide discuss fishing methods as the latter makes up a blue marlin bait, using a bonefish. Note the hook

BIG GAME FISHING

(Continued from page 63)

first bounce, however, we can only recommend our favorite book on salt water fishing. A single letter would not make much of a dent on such a broad subject. From time to time, we hope to touch on the various aspects of the subject through these columns.

SEVERAL seasons usually slip past before the average beginner learns enough about fishing methods to insure a reasonable degree of regularity in his catches of game fish. All too often, he tries to learn the game through the trial and error method, without assistance other than an exchange of ideas with some friend in a similar position. That's a long, hard row to hoe and there may be many discouraging days along the way. The situation becomes downright painful when you pull into the dock days on end without a scale in the cockpit or with the knowledge that you have muffed numerous opportunities to land your prize — especially when marlin or tuna flags mock you from the outrigger tips of the other boats along the dock. There is a far better approach.

Our prescription: Spend several days aboard a charter boat, operated by the best guide in the particular field you are invading. If you are at all observant, you will undoubtedly absorb a far greater knowledge of productive angling methods during that brief association with a topnotch guide aboard his efficient, specialized fishing boat than you could normally expect to pick up in a couple of seasons spent paddling your own canoe unassisted. Furthermore, if you sandwich in a trip of this kind each year in advance of your own local season, your progress will be correspondingly faster.

WE may get a better slant on this subject by investigating the possibilities in the light of the inquiries noted in the foregoing. First, consider the case of the Pacific Coast sportsman who has set a swordfish as his immediate goal.

Commercial fishermen have reported the discovery of new swordfish grounds off the coast approximately half way between San Francisco and Los Angeles. Living along the coast within easy reach of these grounds, this boat owner, admittedly a newcomer to angling ranks, would like to connect with one of these big game fish at the first opportunity. If he sits tight until the commercial men report that next season's run is at its height before he ventures offshore, he is almost surely doomed to failure. His first season as a big game angler will probably prove a complete flop. If, meanwhile, he steps out and learns something about correct fishing methods, he stands an excellent chance of vaulting straight into the ranks of successful big game anglers.

He does not have far to go to get the desired information; Catalina is no great distance. A week-end spent there with an experienced guide will start him off on the right tack even though he accomplishes little in the way of actually catching fish on this particular trip.

If the seasonal run of striped marlin strikes in at Catalina before the commercial men near his home report the start of the local run of sword-

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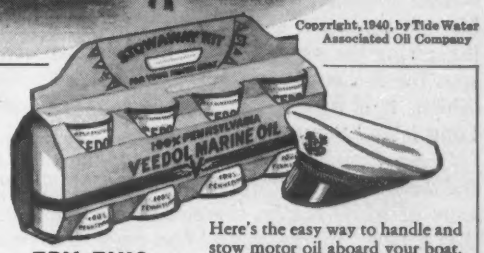

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fish, so much the better. A second flying trip to Catalina will be well worth the cost. The dates on which the fish hit into these two spots last year will indicate his chances of squeezing in this second Catalina trip this year before the local run gets under way.

One other line of attack is open to him. Guaymas, Mexico, is as ideal a proving ground as he could wish to try. The late spring and early summer run of striped marlin there is as phenomenal as it is dependable. The angler who can troll those waters for a week when the fishing is at its best without taking home a couple of marlin bills as mementoes is truly unlucky. Following the Catalina visit, and topped off with a bit of interesting reading of selected books, the Guaymas trip would certainly prove a clincher. The angler would have quite a fair idea of procedure when he met his first swordfish while cruising local waters in his own boat. Meanwhile, he would have enjoyed several days of spectacular fishing for striped marlin.

AN owner of a cruiser along the Atlantic Coast is up against a somewhat similar situation if he decides on Ocean City, Md., as the place to realize his new ambition to hook a marlin. The great number of white marlin inhabiting the waters off Ocean City during midsummer makes it an ideal spot for the novice to choose for his introduction to the sport of game fishing. It is within easy cruising range of boating centers as far north as Long Island Sound.

Ocean City has come a long way since the summer of 1935 when Paul and Jack Towsend (brothers and experienced anglers) combined to take a score of white marlin there. The angling world needed no further proof that a new "marlin mine" had been uncovered. It has received a heavy play. Over a hundred marlin flags have been flown there on a single day by the combined boats trolling the patch of water known as "Jack's Pot." Covering approximately forty square miles of ocean floor, Jack's Pot is about 25 miles southeast of the inlet. This stretch of shoal water runs from eight to ten fathoms in depth.

MARLIN off Ocean City are as ready to rush a well-shaped bait which is properly presented as they are off Florida or the Bahamas. That, however, is but the beginning of the story. It is another matter to hook, play and land one of these acrobatic jumping jacks.

Despite the great annual concentration of marlin in these waters, many a novice has missed out entirely because of his lack of preparation. Consider the case of the smug New Yorker who lucked his way to a successful conclusion when a white marlin struck a feather which he was trolling for school tuna off Montauk, Long Island. He cruised down to Ocean City the following summer, with the avowed purpose of slaughtering those "dumb" white marlin.

His week at Ocean City was shortened to four good days of fishing because of a northeast storm. In all, twenty-seven marlin knocked at the door. He was lucky enough on that score but he didn't let a single one in. Meanwhile, top flight guides at that port were flying from four to six flags per boat, day after day, while carrying novices out to the fishing grounds. Not seeing the light, or else through pure stubbornness, he dealt himself the same hand again last summer. On both trips, invited guests shared in the disappointment.

A week-end or two, spent at the right place at the right time, would probably have resulted in an even greater number of strikes and a half-dozen or so marlin in the boat on each of those trips. A pre-cruise visit to Ocean City, by train or car, allowing a couple of days of marlin fishing under the direction of an experienced guide, would have paid dividends in marlin on his subsequent cruises. Not having had the benefit of this experience, he would have been better off if he had left the dock lines in place once he reached Ocean City in his own cruiser and taken his guests offshore in a charter boat the first few days.

GENERALLY speaking, there is no great difference between trolling for white marlin and sailfish. It is, therefore, apparent that a flying visit to Florida's sailfish grounds will stand the novice in good stead when he sets out later to catch a marlin in northern waters. Utilizing Eastern Air Lines' fast, comfortable, night service, a New York business man can now reach his Florida objective in eight hours, thus enabling him to enjoy the experience of two full days of Gulf Stream fishing between Friday evening and Monday morning. Stuart is the most northerly point in Florida boasting of good sailfishing. In the hands of a capable guide, the beginner's chances of connecting with a couple of sailfish there are excellent even on such a short trip.

This same reasoning applies to many other types of game fishing. Unfortunately, the prescription is not always as simple as in the foregoing cases. Briefly, however, here are a few of the answers.

Chumming for big tuna off New Jersey is a highly specialized game.

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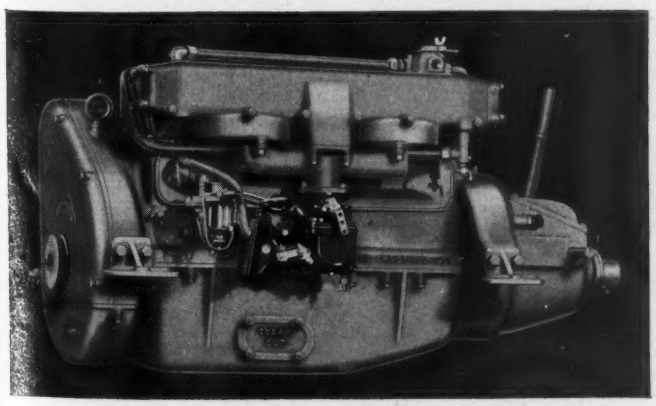

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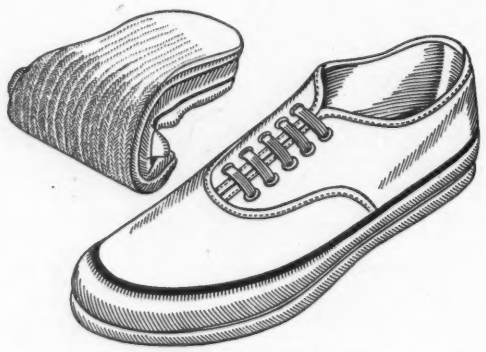

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The men best able to help you are those who have earned their reputations for producing consistent catches right there on those very grounds. Many a guide with an enviable record in southern waters, for example, has found himself squarely up against it during his first season of tuna chumming. On the other hand, these same Florida- and Bahama-trained guides have produced noteworthy tuna catches off Nova Scotia and Massachusetts. Nova Scotia boatmen have made tremendous strides during the several years since the discovery of Wedgeport as one of the leading northern tuna fishing resorts. They can be of great assistance to you. Up to this time, local boatmen in Maine and Massachusetts have barely scratched the surface.

BREAKING into the tarpon game presents a little difficulty because of the great difference in conditions prevailing at various places. Bahia Honda, Shark River and Boca Grande, for example, demand different methods for best results. Assure yourself, therefore, that your tarpon teacher has had experience on the particular grounds you expect to visit. There are plenty of good boatmen available who know them all.

A member of the Big Game Fishing Guides Association can solve your Bahama problems in jig time. Although specializing in that territory, members have covered about all of the really "hot" big game fishing spots.

TO sum it up in a nutshell, a boatman who has spent a lifetime on the game fish trail would stand a slim chance of making an immediate success of your business if suddenly dropped into it. It works both ways.

NOTE: The writer will be glad to give personal attention to all inquiries from readers relative to fishing information concerning boats, tackle, places, seasons, methods or any other phases of the sport. Address: Lansdell Anderson, 333 Alesio Avenue, Coral Gables, Florida.

UNDER THE LEE OF THE LONGBOAT

(Continued from page 64)

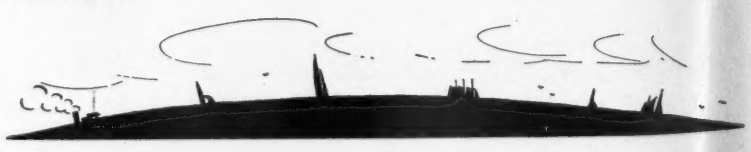
in eleven years, and that it doesn't really need any advice from the Wise Men of the East.

One boat, whose owner took no part in the pre-race lamentations, would have benefited materially if the event had been run according to the Cruising Club formula. That was the cutter *Java Head*, owned by Bob Bryant, of Detroit. She rates 31.30 under the recent C.C.A. rule, and with that rating would have been first in the fleet on corrected time by the exciting margin of 2 minutes and 16 seconds.

Pardon me if I quote from the newspaper account of a steamship that filled up and rolled over at her pier in Baltimore, where the maximum tide (not that that has anything to do with it) is no more than two feet: "Mr. Smith said the ship had been so heavily loaded that the flood tide was unable to lift her and when the tide went out she settled, her keel having been less than two feet from the bottom at the time." Giving Mr. Smith the benefit of the doubt, it looks to me like a case of "Who called that newspaper man a reporter?"

Hank Rubinkam, who has been plenty of places in his brother Nat's *Rubaiyat*, is otherwise engaged this season, confining most of his attention to the airport which the brothers are developing near Chicago's city limits. In his spare time he is putting his weight behind the Air Yacht Club, which has made its bow as the first club for yachtsmen-aviators. The idea, I take it, is that if you get tired of salt water you fly to Chi for the week-end, meet up with a bunch of sailors, enjoy a race or a short cruise on Lake Michigan, and fly home to Blue Monday. There are more practical prospects, but an alliance of kindred spirits throughout the country is the kingpin of the club.

Flying home from Miami the other day in an airliner, I was doing a little back-seat dead reckoning and asked the steward to identify what looked like Cape Canaveral spread out below us. He said he was practically a stranger there, having been on the run only two months, but he kindly borrowed a map from the pilots and showed it to me. The bulge in the coastline was Canaveral, all right, but the name was absent from the airman's map. To this low estate have capes declined. I once spent nearly twenty hours beating around Canaveral in a light southerly. The aviator devotes not more than twenty seconds to passing over it and is unaware of its existence.



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(This offer good only until June 1, 1940. Applies only in the U. S.)

THE CARE AND FEEDING OF YACHTSMEN

(Continued from page 46)

if you plan a two weeks' offshore or coastwise cruise, take full rations for four weeks and emergency rations for four weeks additional.

Referring to the food list, the food for the *expected* period between ports should be based on the list as shown; for the additional period of "full rations," canned and dried foods should be substituted for fresh; and for "emergency rations," concentrated foods, discussed below, may be used in major proportion. It must be remembered that foods for periods over the estimated time will probably not be used and should therefore be of a type which will keep indefinitely and can be stowed in out of the way places, to be broken out only in case of need.

THE purpose of emergency rations is purely to sustain life and to prevent undue deterioration of health. For this purpose, nowadays, there are a number of concentrated foods which can take the place, adequately, of the usual type. These foods are packed for long preservation, occupy little space, and are light in weight. For meat, dried chipped beef and shredded salt codfish are excellent; powdered egg and powdered milk fulfil another purpose; and a number of vegetables and fruits — carrots, peas, potatoes, spinach, corn, beans (sometimes), apples, prunes, and apricots — can be procured in desiccated or dehydrated form. To give you an idea of the saving in space and weight, 1 pound of desiccated spinach is equivalent to about 15 pounds of fresh spinach; 1 pound of powdered milk is equivalent to about 5 quarts of fresh milk; 1 pound of dehydrated potatoes is equivalent to about 8 pounds of raw potatoes.

WHILE fresh water may not be considered a food, it is a vital element in the Galley Commander's responsibility. The standard allowance, British Board of Trade, and now generally accepted as the "happy medium," is one gallon per man per day. For emergencies, that may be cut to ½ gallon, but that precludes the use of fresh water for *anything* but cooking and drinking.

A few years ago I went on a cruise where the cook used up most of the fresh water for dishwashing! We just got by. I would like to cite him as an example (he was the owner's paid hand, used to puddle-hopping up and down bays and sounds, but with no yen for deep water cruising) of what no Galley Commander should be. Not only did he use the fresh water for his own dire purposes but he fed us entirely out of the can, with little variety; and for twenty-four hours refused to cook a meal because a leg of the range had gone adrift. In fact, until an ingenious member of the crew pieced the stove together with wire, and started the fire going again, he sat on his posterior in the galley, smoking one cigarette after another, and refusing to converse in anything but grunts. He is an example of the reason why some deep water sailormen refuse to go to sea with a paid hand in any capacity except that of deckhand. I must add, in all fairness, that I have also been to sea with professionals in the galley who "could take it" in no uncertain terms.

"Come an' Get It!"

THERE is not space here to go into a discussion of recipes. Cook books are legion, but if you want me to recommend an all around cooking bible, I refer you to Becker's "The Joy of Cooking." This will prove not only stimulating to the epicurean imagination but will suggest some excellent applications of alcoholic beverages.

There are, however, some fundamental recipes which have pulled many a cook out of many a hole. One of these is "cream sauce." One great beauty of a cream sauce is that it is the easiest way to make unpalatable food palatable; another is that, with a touch of sherry or rum, of poultry seasoning or curry, it can be used to fulfil an almost unlimited variety of purposes.

Take 1 large frying pan, 2 tablespoonfuls butter (bacon grease, if you're fresh out of butter). Melt the butter over a slow flame. Sift in 1 tablespoonful flour; stir. Add, little by little, 2 cups milk (or 1 cup evaporated milk and 1 cup water), stirring rapidly and watching carefully to see that the lumps all disappear (they should). Let the mixture boil slowly but thoroughly. Add milk to get the desired thickness. Add ½ teaspoonful table salt. Flavor to suit with any old thing you think will tickle the palates of the crew.

Cream sauce can be used as a base for soup, or with chopped meat or vegetables, or to make gravy, or to thicken stew. I once made a soup out of cream sauce, bouillon cubes, poultry seasoning, salt and pepper. The skipper gave me hell because he thought it was mushroom soup. Mushrooms were expensive and mushrooms were not on the list of supplies. We were thirty miles offshore at the time, and that was as near as we were to any mushrooms! To be honest, I didn't have any idea it would taste like *mushroom* soup, I just wanted to make a tasty, hot soup.

Another handy weapon for the Galley Commander is soup stock. Make

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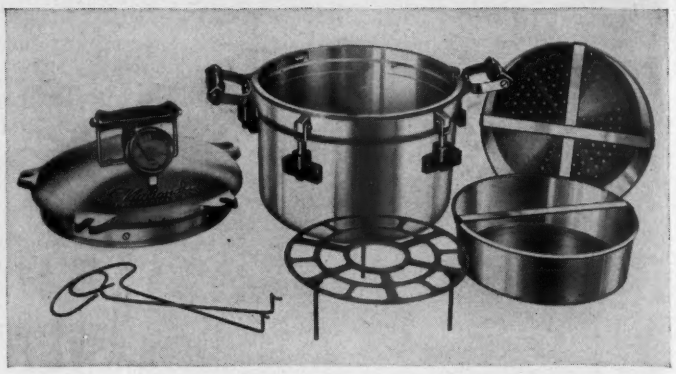

A multiple pressure cooker, in which an entire meal can be cooked in record time even though the vessel is bouncing around badly

it up and store it in jars with tight fitting covers. A pint a day is a good allowance, if you make it strong. Use it for soup, flavoring, gravy, etc. Here's how: Take a large pot — pressure cooker if available — put in 3 quarts cold water, 3 pounds of soup meat (just ask the butcher for soup meat and see that it isn't "high"), 1 tablespoonful of salt. Soak for 2 hours. Then add 3 cups chopped vegetables — onions, green pepper, potatoes, carrots — and bring water to a boil. Add the head (leaves and upper stalks) of a bunch of celery. Let simmer 1 hour and strain. Taste it for flavor, and add celery salt, bouillon cubes or poultry seasoning, if you think it needs any or all of them.

Those are two basic receipts which will make variety in diet a much easier matter than it would be without them.

IF matters can be conveniently arranged, it is a fine idea to have one or two dishes prepared ashore before the start of the cruise. This gives the G.C. something already cooked to start off with, and keeps heat below decks at a minimum for a time, if the weather is hot. A good sized roast — meat, chicken, or duck — will supply a meal and probably leave enough over for hash or creamed meat on toast, for another meal. "Irish Stew" is another good one, and a meat and vegetable pie is excellent. Any of these will keep well in the ice box, or even in a reasonably cool place.

Organization

A WORD about organizing the galley department. Any skipper who gets hold of a good Galley Commander is pretty apt to use him whenever he is available. This gives the G.C. a chance to organize his department. One of the first things he will want to do will be to start a record of supplies on board, supplies purchased to fill out the list, and supplies remaining at the end of any cruise. This gives him a basis to work on for the next cruise.

One smart cruising enthusiast, who owns his boat but always does his own cooking, keeps a card file of favorite dishes of friends who cruise with him regularly. That is a rattling good idea, as it helps his imagination, and he has found that some of the favorites have become, by reputation, "spécialité du bateau."

ANOTHER point in organization is to determine where the Galley Commander's duties begin — and where they end. I think I have outlined the job fairly thoroughly but, when I said "the end and aim of a Galley Commander's job is to produce good meals," I meant it literally. After the G.C. has cooked and served a good meal, he should be through. It may be all right for a professional ship's cook to wash the dishes; he is hired for a complete job and paid in proportion. But an amateur is, presumably, cruising as part of his vacation. With the other members of the afterguard, he is out for a good time. If he is ever to get on deck and get that sunburn with which his wife expects him to return, and get an occasional whiff of salt air unmixed with the aroma of cooking, dishwashing should be delegated to someone else.

The simplest arrangement, one which I have found on the yachts of experienced men who are in the habit of cruising "all amateur," is for the G.C. to prepare a big pot of hot water (with soap) and then pass it, and the dishes, to the watch on deck — who usually dispose of them in short order. On one cruise, where this was supposed to be the arrangement but where a couple of the crew were reluctant to "do the dirty work," the recalcitrant members squawked one morning because they found their cereal dishes and coffee cups soiled with extraneous matter. "Oh yes," said the G.C., "that's too bad. I guess you chaps forgot to wash your dishes last night!"

I HEAR a murmur: "After all, where's the fun in cooking you spoke about?" I can only say this: the fun is in a job well done; in making mushroom soup without mushrooms; in watching the beatific expressions of the (non-seasick) members of the crew as they stow your efforts below the belt. Anyone who has cooked on a cruise can tell you of the fun; nobody who has not can tell you anything about it!

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PRESIDENT

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JACKSONVILLE, FLORIDA AND ESSEX, CONNECTICUT

Jacksonville
April 15, 1940

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President

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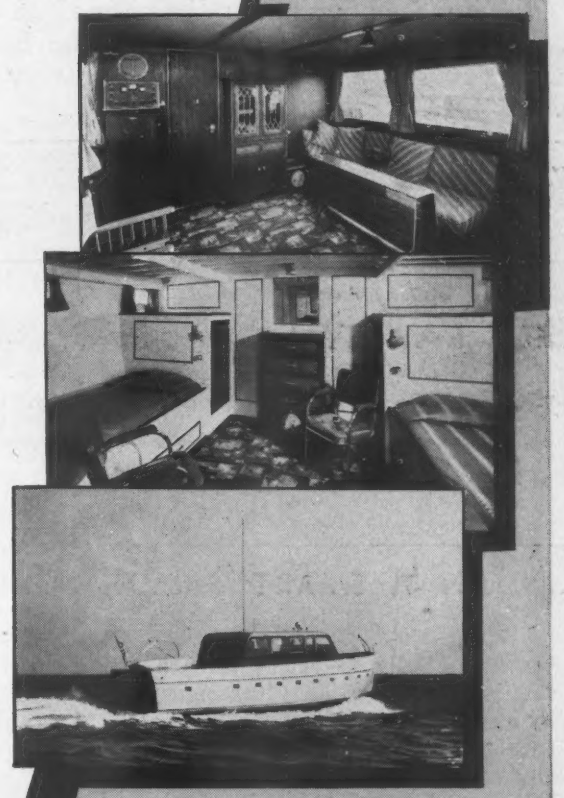
OFFSHORE 60 Fairform Flyer
transoceanic cruiser



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SPECIFICATIONS

Length overall: 24' 0"; Beam: 4' 2"; Draft: 2' 9"; Sail Area (Rule Measurement) 118 sq. ft.; Ballast (Iron Fin-Keel) 300 lbs.; Total Weight, 960 lbs. Hull planked with ⅜" phenolic resin bonded plywood over rigid frame of spruce and oak. All joints fastened with resin glue as well as bronze screws, of which 2500 are used. Finest bronze fittings. Cockpit seats four comfortably.

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With above sails, plus large genoa jib, storm jib and parachute spinnaker.
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All prices, delivered at yard

THE PENGUIN—A SMART SAILING DINGHY

(Continued from page 62)

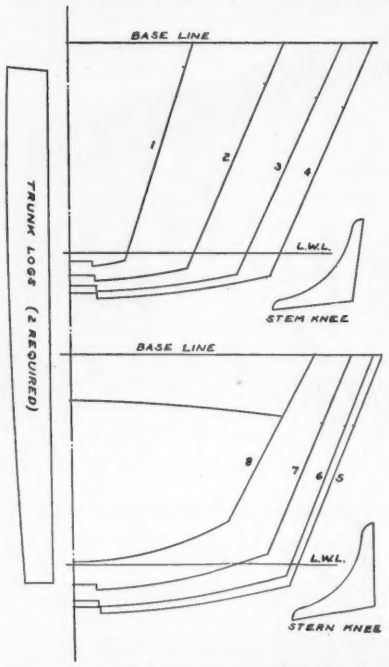
three or four persons. Finally, to qualify with the man in moderate circumstances, a sailing dinghy must be as inexpensive as possible, consistent with durability and other desirable factors. That is, she must utilize a type of construction which is comparatively simple and inexpensive for amateur and professional builders alike.

A LOW cost dinghy which combines these desirable qualities to a high degree is the Penguin, designed by Philip L. Rhodes of Cox & Stevens. This little craft is 11′ 5″ over all, 4′ 8¾″ beam and carries 72 square feet of canvas in a loose-footed mitre-cut sail.

Last year, a group of sailing enthusiasts in and about Washington, D. C., built twelve Penguins, had a lot of fun doing it and more fun sailing them. This year, the group, headed by William W. Heintz and Ralph Youngs, has converted several others in the vicinity to a recognition of the virtues of the Penguin. These men are so enthusiastic about the possibilities of the little boats that they have taken on their shoulders the woes and headaches that go with forming and running a class organization. The Penguin Class Dinghy Association has purchased the plans from the designer and offers them to all comers at $3.00 per set.

So far, most of the racing in Penguins has been against members of their own class so there are few conclusive results to indicate just how fast they are. However, after sailing one of them for two hours on the Potomac in a gradually increasing breeze in late March, I found it easy to believe reports that the Penguins had defeated other dinghies of approximate size; that a Penguin was the winner in an 18-mile handicap affair involving various and sundry small racing craft on the Potomac last fall, etc. Our two-hour sail was convincing, even without those reports. At first, when the breeze was light, she picked up and moved like a Star boat; later, when it breezed up to 10 to 12 miles (hardly strenuous conditions but enough to give a good indication of what to expect with more wind), she stayed on her feet and her narrow entrance and sharp chine kept right on slicing into the slight lump of sea. She was fine off the wind and, with one person handling her from the thwart, she balanced perfectly. She was certainly no wetter than other racing dinghies and was, perhaps, even drier. The wider, flatter bottom unquestionably makes the Penguin's floor a more comfortable sitting place. Two, of course, is the regular crew, but there is room enough for three.

As for some of the other desirable qualities, to me she is attractive. I like the long sailing lines and the bottom, well arched throughout and particularly at the transom. Another attractive and utilitarian feature is the flare of the topsides the whole length of the boat. The boats, without spars and sails, weigh about 150 pounds, approximately the same as a BO Class boat, and thus can be lifted and carried easily.



Layout of the lithographed sheet of full size templates for building the Penguin. The sheet measures 41″ by 54″ and is supplied with the plans

The Penguin is just about as easy to build as any boat of her size you'll find. The design and construction takes full advantage of the unusual qualities of waterproof plywood. Each side and each half of the bottom

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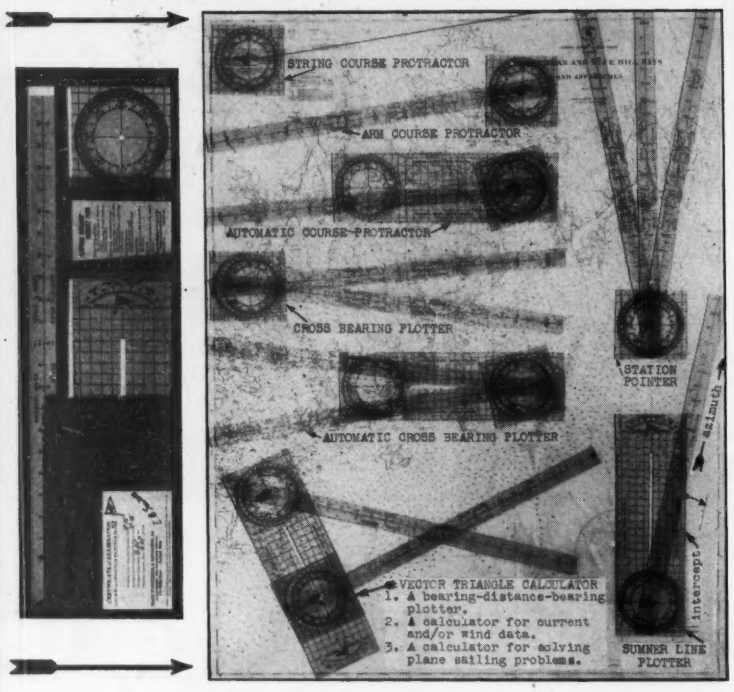

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is a single plank of ¼" plywood and two standard 4' by 12' sheets provide this planking as well as enough small pieces for the gussets at the inside of the chine. Due to the strength of the cross grain of the plywood, only seven frames are required. These are of ⅝" spruce or Philippine mahogany, the outside of the side frames being perfectly straight. The sides of the trunk and the centerboard itself may be either of plywood or of conventional material. There is some double curvature in the sides near the stem as well as in the bottom, but all of it can be obtained in the ¼" plywood without difficulty or steaming.

The grooved mast may seem to be somewhat of a stumbling block to some amateur builders but, even if you haven't the tools or equipment to turn it out yourself, a professional builder could build one in short order. As for sails, the Washington crowd found a sailmaker who made them excellent sails for less than $25.

THE body plan, including the varying radii of the bottom arcs and everything else, can be laid out in a couple of hours. However, for the benefit of beginners unversed in laying down even simple lines, full size templates of all frames, the stem, the rudder, the centerboard bed logs and everything else in the hull that involves a curve or a measurement, with the exception of the over all length, are arranged on a single lithographed sheet of heavy durable paper measuring 41" by 54".

There are many ways in which these templates can be utilized in the building of the Penguin. Probably the best method is to prick through the sheet to the stock to be used in building and thus establish the edges and extremities of frames, gussets, stem, transom, etc., for cutting. A brief outline of the procedure supplements the lithographed sheet and this, combined with common sense and a few tools, should enable anyone with a little patience to build a Penguin. Ownership or access to a band saw and a saw table, of course, are a great help but are not essential.

THE Penguin is fast and attractive but for many owners her most desirable feature will be the fact that she is so inexpensive to build. The cost of all materials, wood, fastenings, glue, paint, fittings, spars, rigging and sails comes to only about $75 and almost a third of that amount is in the sails. Professional builders should be able to turn the boat out at about $150.

The Penguin is such a fine little boat from so many angles that it is a safe prediction that the coming year will see many Penguin fleets cropping up in dinghy sailing centers all over the country.

NOTE: For the convenience of readers who desire to purchase the plans and templates, YACHTING has arranged with Penguin Class officials to fill orders for those who desire to get into this fine little class.

SALT ON THE "PUNKIN"

(Continued from page 37)

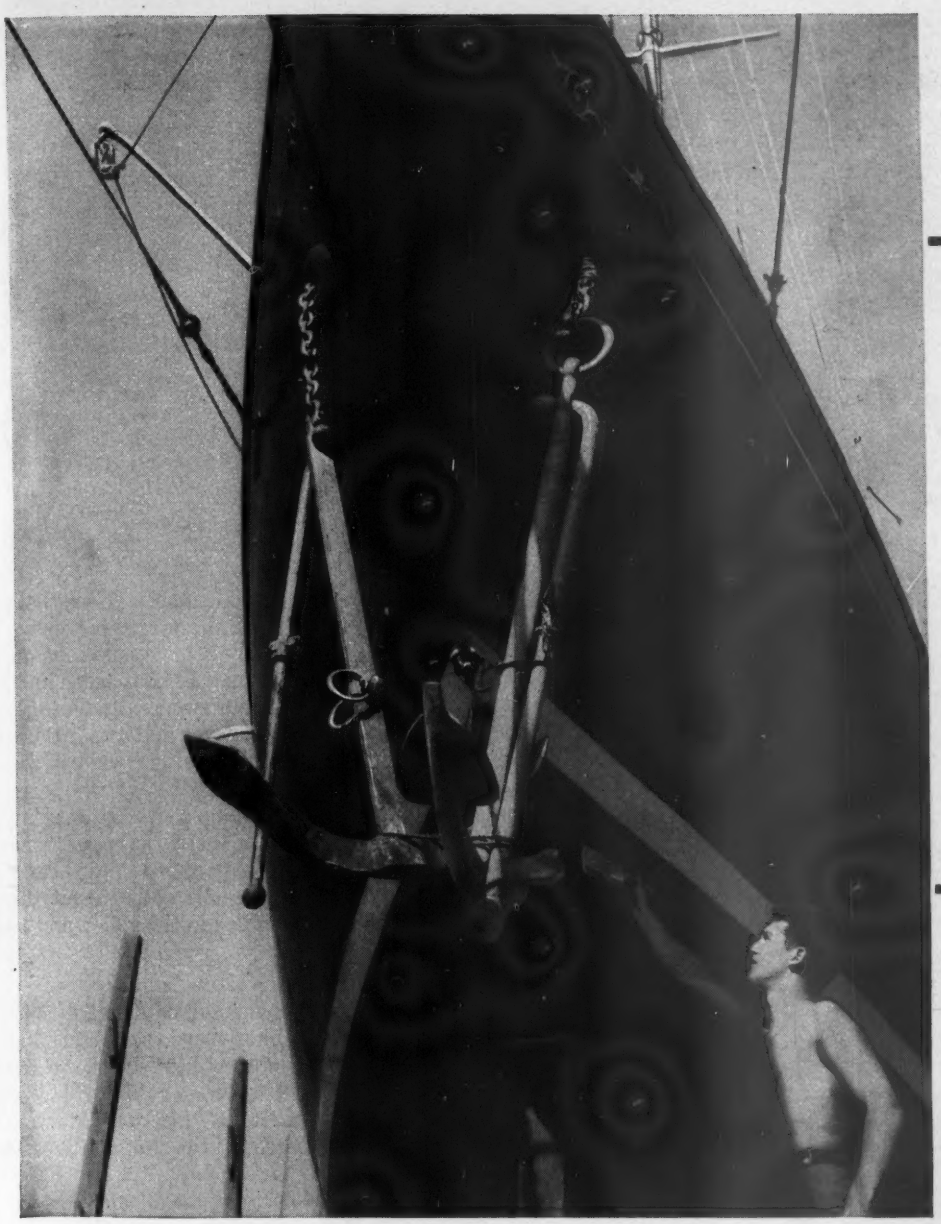
over as I saw the sinister looking storm clouds making up in the southwest. They seemed to be heading north, though, so we decided to stick *Punkin* outside in the hope the squalls would miss us. Duke said we could always come back if it got tough and I nodded in unhappy agreement — wondering where we'd go if it got tough when we were exactly half way across.

The sea was confused and lumpy and the old saying that you can't hold a small boat closer than one point certainly proved to be true. I had spent $25.00 having my compass compensated in New Orleans and was proud of the fact that it had no error whatever on 270 degrees and less than two degrees error on any course. I'd sort of pictured myself as laying out the course, setting *Punkin* on it, and then announcing that we'd raise Anclote Keys Light one point off the port bow at exactly 11:00 a.m. next morning. By the time we were out of sight of land, I was perfectly well aware that all I could do was bear in mind where land was, stay away from it for 140 miles and then head in. And did I get fond of Duke! When a man's supplying your moral support, he really looks attractive.

WE were wrong about the squalls. They didn't miss us and, while they weren't severe (a top of 25- to 28-mile winds), they came at us from all directions and the contortions of *Punkin* were weird and wonderful. When the first one hit, I reached my absolute, all time bottom as far as morale was concerned. The sunset was an unhealthy, fiery red and masses of wicked looking clouds were scudding close overhead.

I had decided it might be wise to stop the motor long enough to get a Coast Guard weather report by radio. We did so and a somewhat vague remark about "disturbances of hurricane intensity heading slowly northwest" was all I could catch. It gave their location and, if I hadn't been pretty naïve, I'd have realized they were three or four days away — even if they should reach us.

About that time she started to blow and it seemed to me that I stopped breathing. Mentally, I have been through a most severe hurricane. As a



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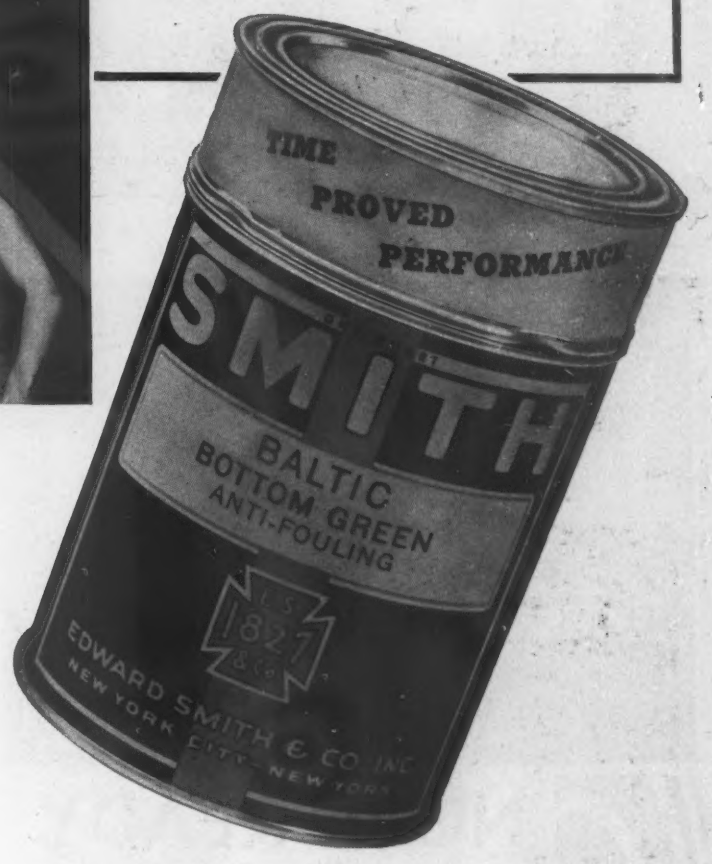
PINE GREEN
BATTLESHIP GRAY
PRISCILLA BLUE
TERRA COTTA

SPAR PAINTS

SPAR BUFF
SPAR TAN



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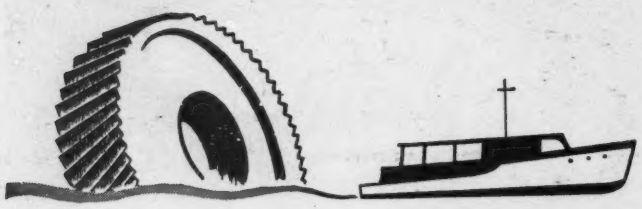

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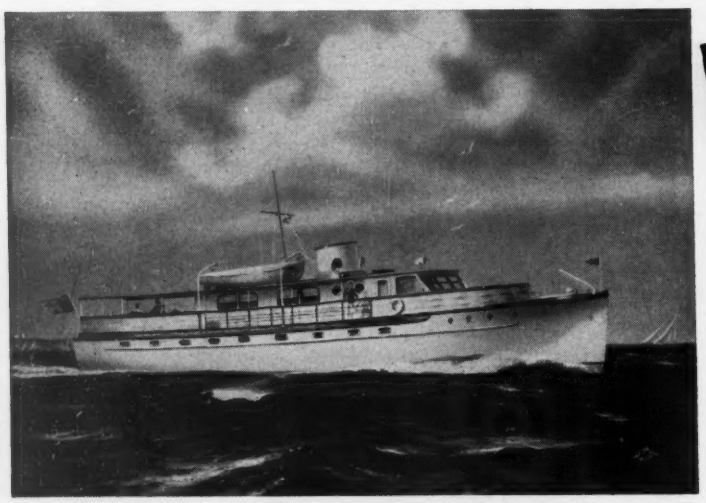

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matter of fact, the whole experience was so vivid and real to me that sometimes when I tell that story I forget to include the word "mentally."

By supper time, we had a fresh northeasterly boosting us along and had a trolling line out. We were lucky enough to snag a fine kingfish and Duke hauled him aboard to start cleaning him for our supper. As he worked on the fish, I noticed he got a faraway look in his eyes and a sad, thoughtful expression on his face. He was definitely thinking of greener pastures and complained at length about the gas fumes blowing in over the stern. I'm ashamed to say I was delighted. I hadn't shown up so well to date but here was my tattooed crew getting seasick, so maybe there was hope for me after all. My own stomach had been so busy flopping around from sheer terror, it hadn't been in one place long enough to settle down to anything as prosaic as nausea. We gave up the idea of a trick in the galley and I wickedly munched on a piece of old fruit cake before turning in at 7:00 p.m.

I SLEPT like a log from sheer emotional exhaustion until Duke called me about midnight. Duke, unwilling to trust himself below, stretched out on the 'thwartship cockpit seat while I sat, in amused and superior silence, at the wheel. In twenty minutes, I was as sick as a pup. I think I'd have died right there rather than admit it but, fortunately, I discovered it was from looking at the binnacle light. When I steered by the stars, I immediately felt better.

About 3:00 a.m., I spotted a bright flashing light off our port bow — where no light should be. I called Duke and we were both worried, especially since we timed it and found it checked with the flash period of the Sea Horse Reef Light at Cedar Keys. This meant that in fourteen hours' running we were about forty miles off our course. We headed on a more southerly course and soon picked up one more light. And then another — and another — five in all. What is this Gulf of Mexico, I thought bitterly, a damned highway? Duke finally figured out that we had seen an anchored sponge fleet and that the rolling period of the first one just happened to check with the flash period of Sea Horse Reef Light. He was probably right, although we never knew definitely.

I BEGAN to settle down a bit and get over my jitters. After all, I'd been through a hurricane and we were still afloat. I thought with pleasure of the fact that *Punkin* and I were getting pretty salty; had it all over us, as a matter of fact. My boyish enthusiasm for salt cooled considerably when I found what it did to the brightwork but that was a good deal later.

We picked up the Anclote Keys Light after snooping around a bit. As a matter of fact, the sponge fleet had scared us so far off our course we had to use the lead line at one-mile intervals for two hours to establish our position. However, we eventually headed up the river to the sponge fleet docks at Tarpon Springs and picked up Bob Griffin and his wife.

THE trip down the coast to Fort Myers was uneventful except for a couple of unsuccessful attempts to snag a tarpon off Sarasota and the customary afternoon squall. These summer squalls in Florida don't last long but they build up to as much as 50 miles an hour and have lots of rain.

After leaving Fort Myers' handsome municipal yacht basin, we thoroughly enjoyed the scenic pleasures of the trip up the Caloosahatchie as we cut across Florida. We went past Beautiful Island and on up toward Ortona, running in a well marked channel which leaves plenty of time to admire the tropical scenery. The moss-hung oaks, palmettos, pines covered with air plants, and mangroves were in delightful contrast to most of the coastal scenery. *Punkin* ran through patches of water hyacinths which are sometimes a serious barrier to navigation. Now they served only to add more color as the bright lavender blooms floated on the olive green water.

We had a slight thrill at the first locks at Ortona. Due to possible fouling by the water hyacinth, the conventional valve system is not used and the gates have elliptical faces which enable the motors to open them *against the full pressure* of an eight-foot head of water. As the gates cracked open and we saw this wall of water staring at us, there was a concerted rush to the lock wall ladders in the thought that someone had made a mistake. However, we soon saw that they were opened only about a foot until the water within the lock came up to its proper level. Actually, this is a less strenuous system for the crew than the valve system, since it doesn't toss the boat around as much.

After leaving Ortona, there is little to see until Lake Okeechobee is reached. The high spoil banks even extend across Lake Hicpochee. Lake Okeechobee is not particularly interesting but its reputation in bad weather is unsavory. However, after reaching Port Myaca, on the eastern shore, we locked through into the St. Lucie River, which rivals the Caloosahatchie in beauty. Again we saw the mangroves and the pine-clad banks, with an occasional orange grove and now and then pleasant homes with large bamboo clusters near the houses. It was with real regret that we reached the friendly town of Stuart. Here my course must change. Just beyond Stuart, for the first time since leaving Chicago, my course would be north.

AUTOMATIC STEERING FOR YACHTS

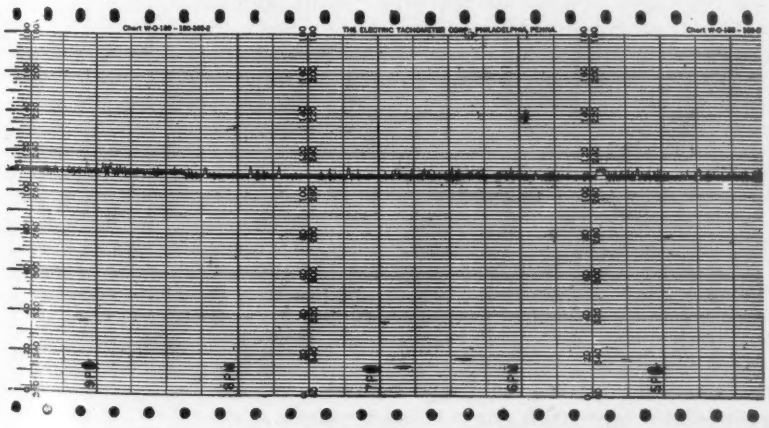
(Continued from page 48)

prevent any damage. Such an installation operates from any voltage and requires a small amount of power.

The course may be altered by two methods. The automatic steering clutch may be engaged when the boat is on the course desired, or a small wheel (which rotates the photo-cells and compass bowl relative to the light beam) may be turned to alter course. Such a wheel usually changes the course 10° for every turn so that rapid maneuvers may be executed while on automatic steering. One of the important functions of the center photo-cell is to permit making large and sudden alterations in course. No matter how far the hand course-changing wheel has turned the photo-cells away from the light beam, the circuit will still continue to operate until the light has returned to the center photo-cell and the boat is on the new course. For example, if the boat were going east and a sudden change to north was desired, the hand wheel could be spun as rapidly as desired and the self-synchronous action would bring the boat to north with no further attention.

The performance of an automatic steering gear is judged by its accuracy in calm weather and its reliability in heavy weather. In calm weather, the course width has been found to depend upon sensitivity. The sensitivity of the automatic steering system is the yaw of the craft required to initiate a rudder movement after a rudder movement in the opposite direction. It has been found that the magnetic compass has high sensitivity and responds to yaws of less than 0.1°. The limit to sensitivity is set by the arrangement used for detecting the yaws of the craft. The sensitivity can be made high, using a light beam of considerable radius and adequate intensity in conjunction with photo-electric cells now available. If the sensitivity is high, extremely small course widths can be obtained.

The performance at sea has been tested by using this type of steerer for long passages at sea. Yachting voyages include a West Indies cruise in *Antares* and a voyage from Florida to New Jersey in *Far Cry*. The tests in ocean going steamers have been more extensive, including regular runs between the East, West and Gulf Coasts and a voyage from England to Australia *via* the Cape of Good Hope. It has been found that automatic steering gives reliable steering in all cases except in heavy gales.



A section of the course record of "Antares" while being steered by the photo-electric gear shows the close regulation obtained

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Fig. 1511

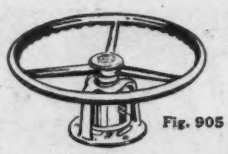
Fig. 905

Fig. 999

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Fig. 555

Fig. 930

Fig. 8764

Fig. 886, No. 1

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Fig. 5741

Fig. 3160

Fig. 599

Fig. 937

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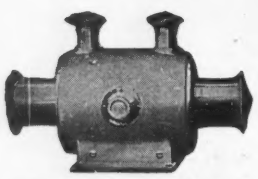
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"IF WE HADN'T BEEN DRAGGING THAT PROPELLER"

(Continued from page 70)

this he misses the real issue. In the last analysis, what we want to know about any particular installation is not its effect on resistance but its effect on speed. If these two were equal, we could talk about either one without discriminating. They are decidedly not equal, however, as even a casual glance at the table will show. The actual relationships used in preparing the table were:

3.0 per cent reduction of speed to windward for 10 per cent increase of heeled resistance

1.4 per cent reduction of running speed for 10 per cent increase of upright resistance.

These represent reasonably reliable averages for normal cruising boats at the true wind specified, 13 knots. They bring out the interesting facts that a given percentage increase of resistance causes:

1. A smaller percentage reduction of speed, regardless of the point of sailing

2. A smaller reduction of running speed than of speed to windward.

THE accompanying diagram shows the curve of upright resistances for our typical 36-foot cruising boat, without propeller or other obstruction, and the curve for the same boat with a propeller which adds 10 per cent to the resistance at 7.02 knots, her predicted running speed in a 13-knot wind. It has already been pointed out that the percentage increase of resistance caused by this propeller will vary somewhat with the speed, and the second curve recognizes this variation. Now, it is apparent that, although the upper curve shows 10 per cent more resistance than the lower at 7.02 knots sailing speed, it shows the same actual resistance in pounds if the speed is reduced to 6.86 knots. Expressed as a percentage, this reduction of speed is only 2.3 per cent, or roughly one-quarter of the percentage increase of resistance at fixed speed to which it is related.

The actual percentage reduction of running speed for each 10 per cent increase of resistance is only 1.4 per cent, as previously noted. It is not difficult to see the reason. The driving force of the sails depends upon the strength of the relative wind which, for a boat running free, is the difference between the true wind and the speed of the boat. Any reduction of the boat's speed, therefore, automatically increases the relative wind and, since the driving force varies as the square of the relative wind, a small reduction of boat speed can evidently cause a substantial increase in the driving force.

Hence, the speed does not have to be reduced until the resistance with the propeller is as low as that without the propeller at the original speed. The reduction need be sufficient only to establish a balance with the increased driving force. The required change of speed is defined on the diagram by the intersections of the line of available driving force with the two resistance curves.

IT is, of course, the fact that speed changes respond so slowly to resistance changes which explains the essential difficulty of improving the running speeds of true racing yachts, such as the Six-Metres. Here there are no propellers to cause large resistance differences and the rating rules so restrict the possible modifications of hull form that it is hard to get even small differences. Translated into speed, such differences are all too likely to be unimpressive.

Close-hauled, the analysis is not quite so direct, because on this point of sailing we are concerned primarily with the speed made good directly into the eye of the wind, and not alone with the speed through the water. These two speeds are related, to be sure, but through the sailing angle, and the interesting question therefore arises of whether, with additional resistance, it is better to maintain the sailing angle and sacrifice speed through the water, or to widen out the sailing angle and maintain the speed. It is the old question of "footing" against "pointing."

THE answer seems to be that, in almost all cases, it is better to widen out a little and maintain nearly the sailing speed which would be most advantageous without the increased resistance — in other words, to foot rather than to point.

This conclusion does not alter the fact that, in order to win races, the boat must be sailed within the comparatively narrow range of speeds and sailing angles which give the best windward speed.

For the 36-foot yacht which we have been considering, the method employed at the Stevens Tank to analyze sailing speeds shows that a 10

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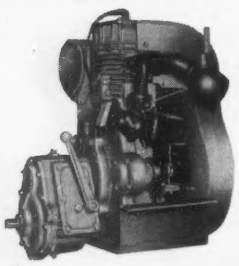

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per cent increase of resistance necessitates sailing about 2° wider in a 13-knot wind to get the best out of the boat. If this is done, the speed through the water, with the extra resistance, will be only about 1 per cent less than the speed through the water without the extra resistance and the speed made good to windward will be about 3 per cent less. If, on the other hand, we maintain the same course, both the speed through the water and the speed made good are reduced by about 3.5 per cent. In other words, the added resistance causes at least a 3 per cent loss, no matter how we sail, but it will cause a greater loss if we do not recognize that we ought to sail a little wider.

THE difference between 3.0 per cent and 3.5 per cent is only 0.5 per cent. This looks small and may easily inspire the comment "So what?" It is perfectly true that in cruising it is of no consequence whatever, but in a race it may mean the difference between "winner" and "also sailed." *At 6 knots, each loss of 1 per cent in speed means adding 6 seconds per mile to the elapsed time.* With an added resistance of 10 per cent we must expect to add 18 seconds per mile to our time. But the skipper who says "So what?" will add 21 seconds per mile (21 − 18 = 3 = .5 of 6) and 10 miles after the start of a race he will find himself 30 seconds behind — not a huge difference, to be sure, but large enough to make it perfectly evident who is ahead.

THE main reason for the greater effect of a given percentage increase of resistance on the speed to windward, as compared with its effect on the running speed, is that on the wind there is no possibility of increasing the relative wind, either by reducing the sailing speed or widening the sailing angle. The relative wind, under otherwise similar conditions, is always a little less, so that the effect of extra resistance is never diminished, as it is in running, by increased driving force.

The effects of extra resistance on reaching naturally lie between the effects on running and beating to windward, because these two points of sailing mark the extremes possible. If we imagine a uniform progression in the sailing angle, from that for the best windward speed to 180° when running free, we will find the greatest change in the effect of resistance on speed as we begin to start sheets, that is, in the range of angles ordinarily associated with close-reaching. By the time the relative wind has been brought abeam, the relationship has nearly reached that which holds for the running condition. The table gives simple arithmetic averages between the effects on windward and running speeds. These are probably good mean values for reaching, besides being good representative values for comparisons between propeller installations.

SUMMING up the results, the whole matter is seen to resolve itself about as follows:

1. The best installations may have extremely small effects on the over all resistance of a yacht, the least desirable large effects

2. The percentage effect of a given propeller installation on speed is always much less than its effect on resistance

3. The effect of a given propeller installation on running speed is less than half its effect on speed to windward. The effect on reaching speed lies between these two

4. The fact that the percentage effect on speed may be small must not be taken to imply that small differences of propeller resistance are unimportant. Extremely small percentage effects on speed amount to a good deal in seconds per mile.

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35′ x 25′ x 8′ 6″ x 5′ 3″

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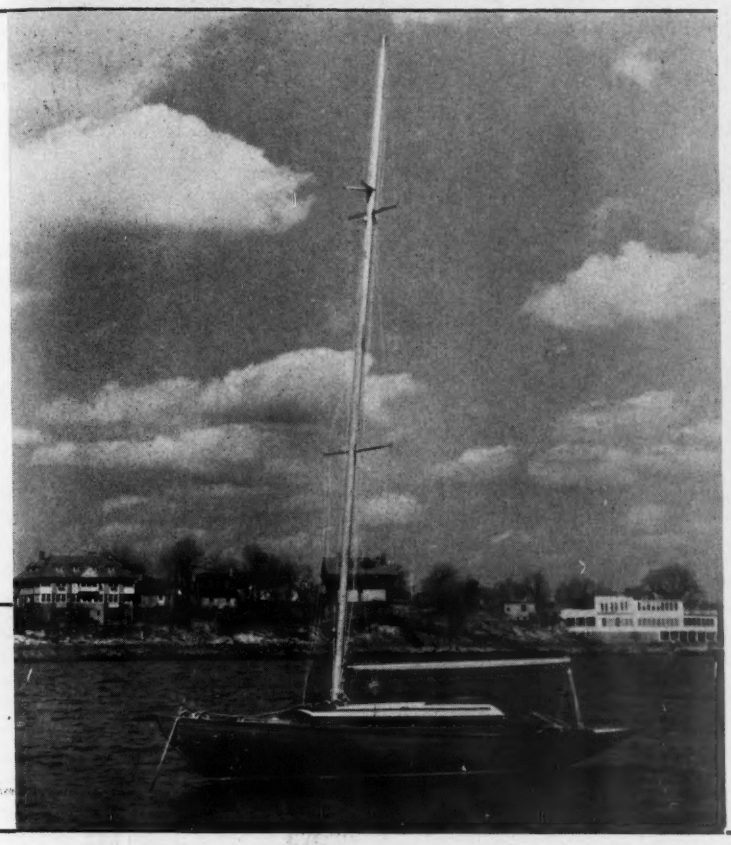

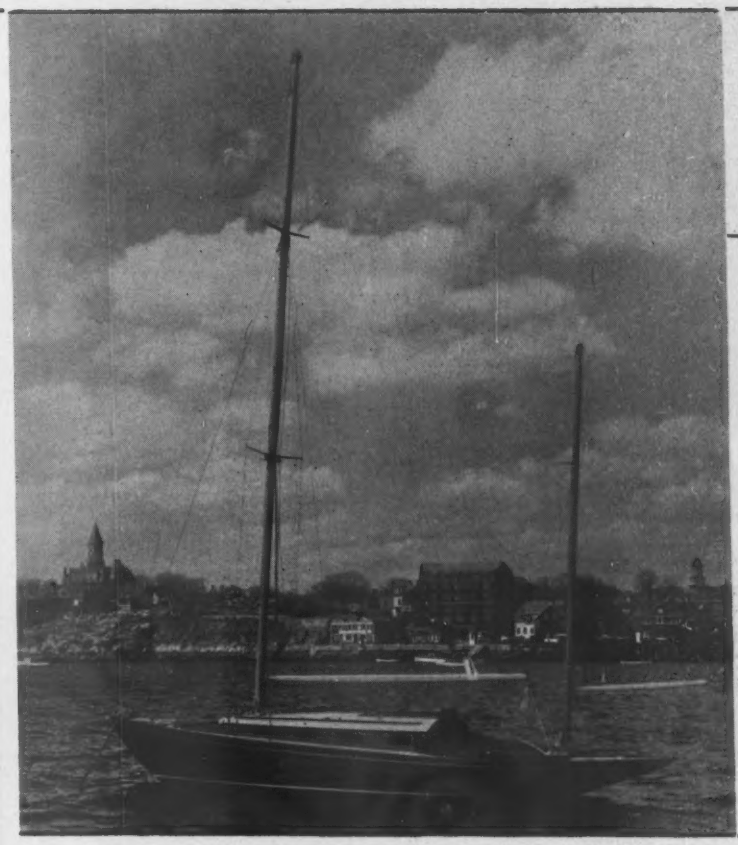

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Naval Architects + *Yacht Brokers*

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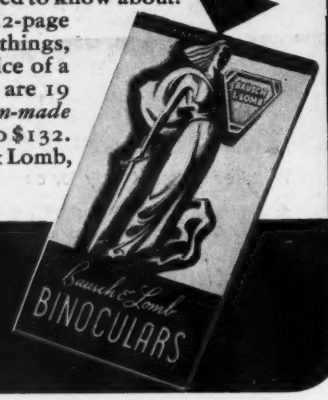

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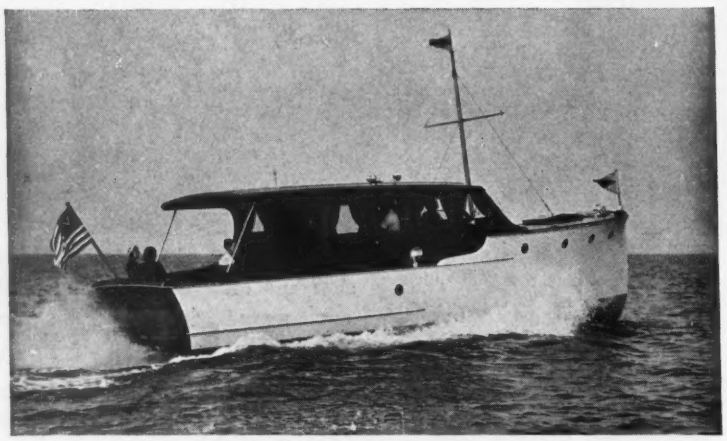
The VINYARD "40" SEDAN

WITH TWIN MOTORS



An ideal sized cruiser with heavy weather construction, comfortable stability, a smart turn of speed and, at the same time, unusual economy. Beauty of line and finish are well matched with a trim sea-going performance. The accommodations provide for five persons in two well appointed cabins and separate crew's quarters are located forward. An exceptionally fine model for sport fishing.

VINYARD SHIPBUILDING COMPANY

Milford, Delaware

THE AEROSAIL—A DEVELOPMENT

(Continued from page 67)

bolt through this cap at a location that will give even lift to both the leach and the luff of each part. The actual pull will come on three pre-stretched stainless cables to which the ribs are firmly attached at uniform intervals. One runs right down the trailing edge to make it as sharp as possible. The corresponding cable in the leading edge is inset so as not to destroy the rounded nose shape imparted by the ribs. There will be some fabric sag between the ribs no matter how tight the halliards are set up. The other cables run at the very corner of the ribs and the fabric is stitched around them. These will take the most load and, when pulled taut, should keep to a minimum the fabric sag away from the camber plates. What sag does result can be covered by the gap covers as shown in Figure 4.

For both aerodynamic and structural efficiency, the spar tapers. Since each rib is a little smaller than the one below it, they will nest closely together when furled, reducing the height of the furling boxes. The two tracks on which the ribs slide cannot taper and the maximum spacing of these is determined by the width of the spar at the top. The taper shown is two to one so that, at the bottom rib, the tracks are spaced about half the width of the camber plate which is considered an ample base for the forces involved in sailing winds. The track spacing shown in Figure 1 corresponds to a rib about halfway down the mast.

The airfoil shaped plywood furling boxes are strong enough to take the upward pull of the halliards and have the fabric of the sail laced to their upper edges. By turnbuckles on the cables and changing the tightness of the lacing line, adjustment is made for any permanent stretch or shrinking of the fabric. Short sections of cable are spliced in at any desired rib for reefing. Terminating in a stopper knot, these are inserted into reinforced keyhole slots in the furling boxes and the halliards are again set taut, as usual. When fully furled, the metal caps will project above the top of the furling boxes but the whole may be easily covered by snapping on a sail cover.

Sheeting the sail is accomplished by rotating the whole structure on the center line of the mast. It will be stepped on a ball bearing, end-loaded, pillow block borrowed from larger plant machinery. A grooved circular collar at the deck line will bear on a series of rollers with vertical axes, as shown in Figure 5. Since this does not produce a watertight seal at the deck line, a rubber or canvas sleeve should do the trick. The halliards, which run through the hollow mast, will be taken out through sheaves and holes in the side of the tapered foot of the mast below the deck. There are several ways of rotating the mast. That shown is a worm and collar drive but less expensive would be a cable and drum, as shown also in Figure 5, for moving the camber control toggle rod up and down. For small boats, a simple lever and arm would probably be best.

The large cross section and built-up construction of the mast will make a strong and stiff spar. The staying problem is greatly simplified and is reduced to a pair of single shrouds. Also, because of the stiffness of the spar, not much backstay effect is needed. They are run aft only to a point where they do not interfere with the freedom of the sheeting action of the sail. In Figure 8, the sail is shown trimmed approximately for a beam wind. (It is aeronautical practice, for some reason, to show bows to the left.) The wind, of course, lies some 25° forward of abeam and the sail will not stall (lose its smooth airflow) until it is set at more than an 18° angle with the apparent wind. Perhaps the spacing of the shrouds in this figure is too great and still more freedom is desirable.

As the mast is rotated, the attachment point of the shrouds swings out of position. Since this is a translational movement at nearly right angles to them, it will produce no secondary stresses worth considering; actually, the aerodynamical moment tending to twist the nose over into the wind is resisted by the moment created by twisting the mast in the shrouds.

In using the Aerosail, the after section will probably be hoisted first. With both parts up, the sail flat and headed into the wind, the boat is a stiff weather vane and should lie quietly to a mooring except for the effect of erratic puffs. In any case, nothing will slat or bang around. To get under way, a few spins of the camber crank curves the sail and, as she pays off, the sheeting crank is adjusted for a close beat. If it is a fluky day and the boat is repeatedly knocked down, she is either luffed in the conventional way or a turn on the sheeting crank spills the wind, again with no slatting or flutter. By this time you have probably flattened the camber and secured still more drive with less heeling effect.

Finally, if the wind picks up to a real gale, you find yourself with the sail flat and sheeted almost directly into the apparent wind. There is no noise, unless it be a little rattle in the track guides. The boat is not going so fast now but she is steady and pointing as you never believed possible. If you want to stop sailing, just tell Johnny to slack off the halliards while you

"Boat owners are no dopes"

... said our boss.

A COUPLE OF HOURS AGO we brought a Gulfpride Marine ad we'd written into our boss's office. He read it.

"It's a good ad," he said, "but I don't like it!

"What I mean is, it gets over a couple of points we'd like yachtsmen to know about Gulfpride. But it doesn't talk to boat owners as man to man. It doesn't tell 'em the simple truth—that Gulfpride really *is* different from any other oil on the market. Boat owners are no dopes. Here we have a product to sell that you and I *know* is better, so all we need to do is tell 'em the plain facts."

We said something about people having so little interest in oil that it was like biting off barnacles to make 'em read anything about it.

"Sure," he said, "*ordinary* people. But not *yachtsmen*. Yachtsmen *want* to know about anything that'll make their boats safer and more economical to run. Look at you. You sit up all night reading marine hardware catalogs that'd be duller than a laundry list to an inveterate golfer.

"Why can't we stop being advertising writers and tell these people who own boats a few things about Gulfpride that they'd be glad to know?

"Take the Alchlor process," he went on. "Your ad makes it sound important enough, but *still* like many other processes, and, Lord knows, the oil business is awash in 'em. What I'd like yachtsmen to know is that Gulf worked out that process years ago—it's never been duplicated since—and produced an oil that was the finest in the world. And everybody with a long list of degrees after his name applauded in the fair name of science.

"Then I'd like to explain how Gulf concentrated on developing the process . . . and that *only Gulf* sells an Alchlor-processed oil.

"Don't ask me how you're going to tell them all this," he said, stuffing the syllables right down our craw. "But it's true as a dollar.

"And, while we're at it, why can't we find a truly *sincere* way to say that Gulfpride gets Phi Beta Kappa ratings by every test in the books . . . Army . . . Navy . . . commercial research . . . the works? And that it positively, no kidding, forms only 1/5 as much carbon as many good oils because Gulf's Alchlor process plain, old-fashioned, *digs out* up to 20% more carbon and sludge formers. Not 50% . . . not 100% . . . just 20%—but enough to make Gulfpride a lot more efficient lubricant, one that's just naturally bound to keep a motor cleaner!

"Boy, if we could only tell them that . . . if we could only make them understand that we were dropping the fancy-pants pictures and the hand-picked words because what we had to say was simple and straight and important to them. All we want is a chance to prove to every yachtsman—right in the crankcase of his own boat—that Gulfpride is "The World's Finest Motor Oil."

So we came back to our office, threw the other ad into the wastebasket and picked up a pencil. That was two hours

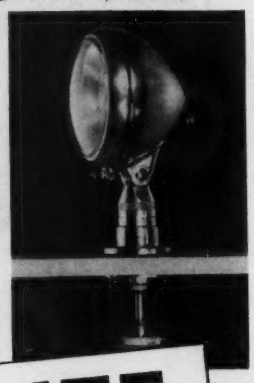
ago. Because we aren't Shakespeare, we still can't think of a way to tell you the facts about Gulfpride as sincerely and as personally as our boss put 'em to us.

So all we can say is this: If you knew as much about Gulfpride as we do, you'd be keel-hauled before you'd let any other oil go into your engine.

GULFPRIDE MARINE OIL

"THE WORLD'S FINEST MOTOR OIL"

NEW "Remote Control"
MARINE SPOTLIGHT



Mount the Ivalite anywhere on the deck. Complete directional control is exercised through simple knob on dash. All mechanism enclosed. Full-rotating head. High-power light beam. Compact, streamlined unit. Also, space-saving overhead models. Send for detailed information.

Available for All Craft . . . Fresh and Salt Water

IVALITE
WORLD'S FINEST STEERING LIGHT

Heavy cable enclosed in flexible conduit connects dash control to head. Light may be mounted as far as 10 ft. from dash.

IVANO, INC.
123 E. 21st Street
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MAKE YOUR BOAT "SEE-WORTHY!"

WHEN friends come aboard, nothing impresses like an A#1 paint job.

Pettit Yacht Finishes will make your boat *Trig* and *Trim* and you will be proud to have your friends inspect her.

"JERSEY CITY" COPPER *for a clean bottom.*

"OLD SALEM" YACHT WHITE *for glistening freeboard.*

"SHIPENDEC" *for Topside and Decks —"It Stands the Gaff".*

"OLD SALEM" SPAR VARNISH *to make your bright work shine like a nigger's heel.*

Make her "See-worthy" as well as Seaworthy.

PETTIT PAINT COMPANY, INC.
507-519 Main St. Belleville, N. J.

"We have covered the Waterfront Since 1861"

PAINT PETTIT *and see what Service means*

go below to start the motor. He won't get hurt. Or you can reef. Or you can lay to under the after part of the sail edge alone. If you turn around and run for it, you will be carrying less sail before it than normal and you cannot jibe. Right here, you will say that we are taking all the fun out of sailing. Added speed, however, will restore the thrill that security will reduce. It always has been so in the past.

SINCE it is so easy to handle an excess of wind, it will be possible and safe to use a relatively larger Aerosail than a conventional sail giving better drive in light airs. However, since each square foot is working better, Aerosails will probably never be as large as the single surface sails they will (?) replace.

When the wind draws aft, under normal sailing breezes, it is time to get out the big parachute; we now have the option of leaving our Aerosail hoisted or of dropping it, and it is not likely to make much difference either way. As pure flat plate area, it is too narrow to help much. If furled, it will probably permit better flow into the spinnaker. In either case, it is extremely simple to lower it, even when slacked out to the limit, so that no immediate action is necessary just as we round the mark. Also, the absence of headstays and the elimination of worry from a jibe will make setting the spinnaker a pleasure. Since the center of pressure of the Aerosail will be farther ahead than for an ordinary sail, the mast will be stepped a little farther aft, which increases the area of the fore triangle — again to the advantage of better reaching sails.

TO utilize the fullest size spinnaker and hoist it to the masthead, we should use a conventional backstay. Both this stay and the spinnaker halliard are shown emerging over rollers in the forged masthead fitting in Figure 3. The thought is that, when not in use, they will be housed wholly within the mast, reducing windage aloft. They are prevented from falling down within the mast by a stop-link at the top to which is attached a light retrieving cord. If the cord is allowed to trail out into the wind in going down to the deck it will be clear of the Aerosail, and will not break up the airflow. The backstay fouls the after part of the sail if a jibe is attempted after the spinnaker is set but this should be no problem since the after part of the sail can always be lowered and even if the Aerosail is taken aback by the wind, it is still set in position. Probably the Aerosail will have been lowered long before this, anyway.

AND, perhaps, tacking down wind will at last come into its own because of the better cross wind efficiency. It will be real sport to work out this phase.

These ideas have progressed about as far as they can on paper. The advantages that seem well nigh assured are:

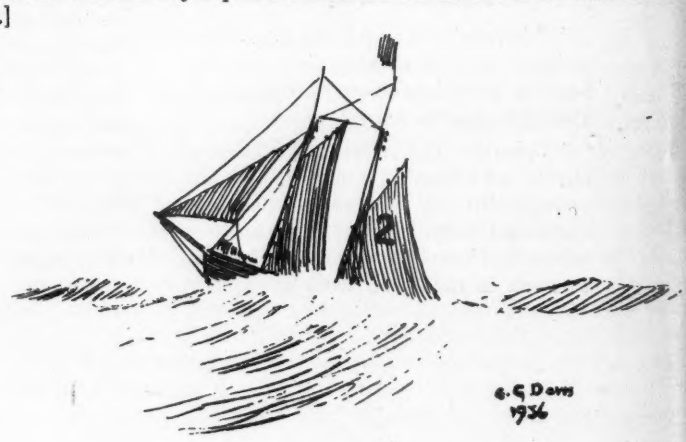
1. Better pointing ability.
2. Faster on anything from a head to a beam wind.
3. Safer. Easier to handle.
4. Carries full sail with safety into a blow.
5. Probably more durable than conventional sails.

The *long* list of disadvantages as they are now known follow:

1. More expensive to build.

AS HULL speeds go up, the need for more efficient sails increases and the returns from the Aerosail become still greater. The effect accumulates. It is a shame to put a fast sail on a slow hull. We must eliminate heeling and get the hull to plane going to windward. A catamaran is the logical solution here, and it is an ideal base for two Aerosails going way up into the sky and stayed to each other with little weight, like the wings of a biplane. Here, again, the aircraft field — and ice boat design — point the way. A practical catamaran should result. It would be the fastest thing yet and a marvel to race. By the way, just imagine an Aerosail on an ice boat!

NOTE: The opinions in this interesting article are those of the author and do not necessarily represent those of YACHTING or its editorial staff. [ED.]



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KIRKEBY HOTELS

YACHT CLUB NEWS AND COMMENT

(Continued from page 30)

Mental Millibar Conversions

A READER springing to the rescue of our large but overworked staff of millibar experts reports that if you hear over the radio that a barometer in your vicinity should read 1016 millibars all you have to do is mentally divide the number by 33.85312 and get the 30 inches which it does read. Putting it more comprehensively in the other direction, if you will multiply inches by 33.85312, or 33.9 for short, you will achieve millibars. . . . Thanks, Mr. Burkham, we and the readers have now been told.

Indian Harbor Plans Busy Season

THE three-day cruise, starting at Greenwich June 18th, promises to be well attended. Among the yachts which have been entered are: *Sachem*, R. B. Metcalf; *Actaea*, Henry Sears; *Gypsy*, R. W. Bartram, Jr.; *Windward*, George Lauder; *Bounty*, Dr. D. P. Babbidge; *Lucky Star*, R. O. H. Hill; *Sirocco*, Paul Sperry; *Lone Star*, John Markell, Jr.; *Vanda*, Russell B. Covey; *Lady Maude*, Robert Wessman; *Armorel*, J. K. Murphy; *Dawnell II*, Harold M. Scott; *Free Lance*, Harry M. Wagner; *Evelyn L*, Morgan W. Jopling; *Night Wind*, W. Roy Manny; *Venturer*, Robert O. Walker; *Minotaur*, Edward H. Maxwell; *Variant*, J. W. Robson; *Snooky Belle*, Julius Forstmann; *Infanta*, Houlder Hudgins; *Mistress*, George E. Roosevelt; *Avanti*, Walter Rothschild; *Macushla*, V. L. Gallagher; *High C*, Byron Hatfield; and *Ala*, Phelps Barnum. Some thirty-three more are on the list of probable entries.

Attractive prizes are offered for each of the principal divisions on the club runs and similar prizes will be used for the larger classes in the two annual regattas. The Todd and Metcalf Trophies, now held by Indian Harbor, will be sailed for during the cruise.

ON the July 4th week-end a three-day regatta will begin, with a special one on the 7th. No date has been set for the Brooklyn Challenge Cup race but it is hoped that it can be sailed in conjunction with the Cruising Club's Mt. Desert Rock race.

Power boat racing returns to the club, Zalmon G. Simmons having won the A.P.B.A. Gold Cup at Detroit last year with his *My Sin*. He will defend the cup at Northport, L. I., under the auspices of the Indian Harbor Yacht Club. Other classes at that regatta will include the 225-cubic-inch hydroplanes and possibly other racers.

Club Elections

ELECTIONS of officers of yacht clubs have been announced as follows:

Swampscott Yacht Club, Swampscott, Mass.: Commodore T. Carlton Rowen, Vice Commodore Allen B. Ranger, Treasurer Harold E. Morse, and Secretary John S. McKenny. Board of Governors: Harvey P. Newcomb, Walter V. Hatfield, Norman Edmunds and Malcolm F. MacLean, Jr.

Handicap Yacht Racing Class of Long Island Sound: President George P. Granbery, Secretary Howell C. Perrin, Treasurer Arthur H. Gauss. Executive Committee: Edward L. Richards and Bromley S. Stone.

Huntington Crescent Club, Huntington, L.I.: Commodore K. Fred Gross, Vice Commodore William W. Klauberg, Rear Commodore J. Frank Stengel, Fleet Captain James R. Gould, and Fleet Surgeon Dr. J. L. Sengstack.

Huguenot Yacht Club, New Rochelle, N.Y.: Fleet Chaplain Elmer C. Elsea, Fleet Captain Howard V. L. Bloomfield, Fleet Surgeon Harold C. Ingraham, Counselor John A. Bodmer, and Measurer R. A. D. Preston. Chairmen of committees were appointed as follows: For the Regatta Committee, Walter S. Finlay, Jr.; House, T. Harvey McClure; Membership, Robert W. Milbank, Jr.; Entertainment, Stephen L. Stillman; Publicity, Harry C. Rubicam, Jr., and Auditing, Henry F. Storck. Commodore Milbank and Commodore H. MacCallum, Jr., were named delegates to the A.P.B.A., while George W. Sheppard, Raymond S. de Mott, and Allen M. Schauffler were selected to represent Huguenot at the Y.R.A.L.I.S.

Hampton Yacht Club Regatta

PLANS of the Hampton Yacht Club for its thirteenth annual regatta and water carnival at Hampton, Va., are shaping up, and it is definitely known that the Virginia Cruising Cup race to Old Point will start off Gibson Island at 10:00 a.m. of July 4th, that the outboard racing events will be held at Hampton on the 5th, and that the series for the famous Hampton One-Designs will extend over the whole regatta from the 4th through the 7th. The committee is working on other sail and power events.

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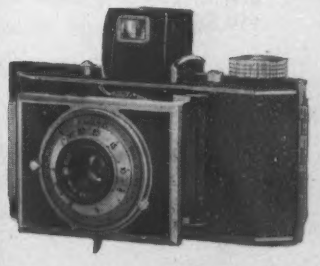

Kodak Anastigmat Special f/4.5 lens; 1/200-second shutter. Folding optical eye-level finder. Body shutter release. $22.50. Field case with strap, $4.25.

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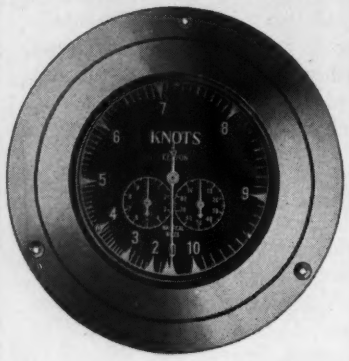
The *PERFECT* PAIR—

KELVIN-WHITE "NAVIGATOR CLOCK" KENYON SPEEDOMETER LOG



For Dual Bulkhead Mounting

ACCURATE, WATERTIGHT, ILLUMINATED, for the perfect on deck timepiece, for those who appreciate correct procedure in all types of navigation timing. This Clock meets all requirements of coastwise and offshore cruising or racing.

This outstanding instrument giving speed and distance run on one dial, is ideally suited for outside bulkhead mountings. If your boat is not Kenyon-equipped this summer, it may be an unnecessary handicap in racing and accurate navigation.

For Further Details, Write:

Kelvin-White Co.
90 State St., Boston
38 Water St., New York

Kenyon Instrument Co.
273 New York Ave., Huntington
LONG ISLAND, N. Y.

THE CAPE COD "FLEET" IS IN!

MERCURY

A trim 15-footer designed by Sparkman and Stephens, shown first at the 1940 Show. Seats four comfortably. O.A.L. 15′; L.W.L. 13′ 10″; Beam 5′ 5″; Hull Draft 0′ 6″; Sail Area 119 Square Feet.

RHODES 18′

(Sponsored by J. A. B. Smith, Jr.)

Speedy and seaworthy, this favorite was designed by Phil Rhodes. Seats six comfortably. Comes with center-board or keel. O.A.L., 18′; L.W.L. 16′; Beam 6′ 3″; Hull Draft 0′ 7″; Sail Area 162 Square Feet.

INTERNATIONAL 14′

Designed by Uffa Fox. Built under the supervision of Cape Cod's well-known engineer, A. F. Englert. Finest materials. O.A.L. 14′, L.W.L. 14′, Beam 4′ 8″, Hull Draft 0′ 8″, Sail Area 125 Square Feet (Universal Rule).

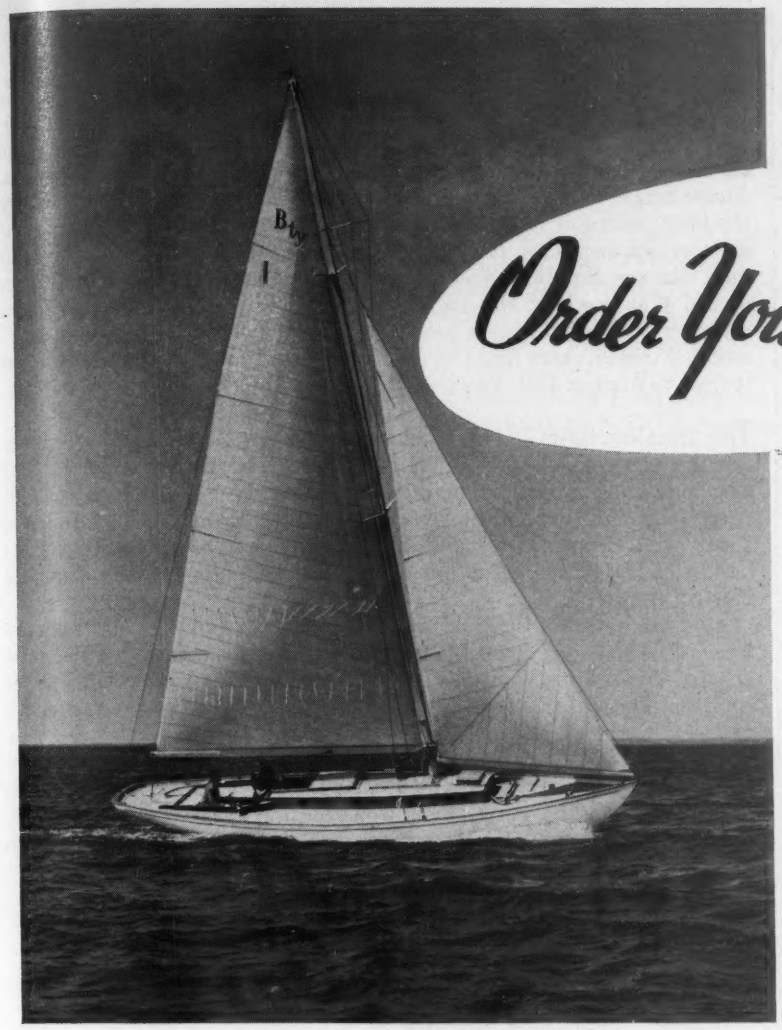
Write today for free catalog

CAPE COD SHIPBUILDING CO.
Wareham, Massachusetts

Off Soundings Entry List a Wow

THERE's something about the spring cruise of the Off Soundings Club, of Springfield, Mass., that brings out the entries, some contending that the informality of the two days of keen racing has a lot to do with it. However that may be, the management points proudly to the fact that sixty-four entries have been signed, sealed and delivered for the three-day event (you devote the last day to leisurely dispersal) and begs us to count them. More than that, we print the list along with the club's prediction that by the time word gets around that entries are open until May 20th, or later if necessary, the starters will number well over seventy. The spring cruise starts at New London on May 30th.

Yacht and Owner	*L.O.A.*	*Class*
SCHOONERS		
Kokosing III, Melvin D. Southworth	37–3	A
Blackbird, Hubert M. Toppin	43	A
Aurelia, W. Jenkins	28	B
White Squall, Prescott B. Huntington	35	A
KETCHES		
Pustacaun, J. B. Allen	38	A
Nacyna, N. W. Pickering	45–11	A
Marietta, Richard B. Kenyon	41–2	A
Malabar XII, John G. Alden	—	A
Escape, Lewis P. Bailey	30–5	B
Dog Star, Edwin C. Sturges	30–8	B
CUTTERS		
Freedom, F. G. Crane	47–7	A
Simoom, H. W. Riley	38–4	A
Manisees, W. L. Warner	37–1	A
Robin Hood, H. Ross Perkins	34–7	A
Windrush, Arthur S. Johnson	36	A
Spookie, E. S. Bradford, Jr.	45–4	A
Halcyone, William G. Burt	47–3	A
Sirocco, Paul A. Sperry	43.65	A
Shirley Too, S. B. Jones, 3rd	39	A
Deep Water, Benjamin F. Bunn	36	A
Lady Maude, Robert H. Wessman	39–4	A
Wagtail, Homer F. Pfeiffer	30–8	B
Skip Jack, Frank V. Smith	33–8	B
SLOOPS		
Marsu, Douglass P. Babbidge	38–9	A
Armorel, John K. Murphy	36–5	A
Lucky Star, R. O. H. Hill	36–5	A
White Mist, Blunt White	39–2	A
Tar Baby, Clarence A. Warden, Jr.	43	A
Lucky Too, O. P. Robinson, Jr.	36–5	A
Coquina, A. Clarke Bedford	36–34	A
Perroquet, Robert H. Moore	47	A
Bonezer, William Bradford	36	A
West Indian, P. H. Langdon	38–9	A
Sylvia, Curtis H. Alvord	35	A
Diane, Ernest F. Post	37–10	A
Infanta, Houlder Hudgins	36.40	A
(New Boat), B. L. Prime	38–9	A
Gosling, F. G. Towle	35	A
Crow's Nest, Henry E. Crowe	35	A
Nylla, G. S. Allyn	39–8	A
High C, Byron Hatfield	35	A
Shining Hour, Richard F. Puffer	30	B
Shearwater, J. R. Chamberlain	27–1	B
Sula, Raymond C. Bullard	30	B
Hebe, A. A. Young, Jr.	25–11	B
Sun Dog, Russell E. Phelon	20	B
Caronia II, A. F. Spare	30–3	B
Kestrel, Joe Wadsworth	31–6	B
Nimrod, Robert L. Hall	31–4	B
Queen Ann II, Frank Gadd	29–9	B
Rowdy, Richard Hutton	26–8	B
Tusker, Peter Comstock	31–4	B
Wingar II, Edgar S. DeMeyer	20–8	C
Aria, George F. Hubbard	32.22	C
Awashonks III, Mark S. Hough	47–8	C
YAWLS		
Delight, O. S. Bennett	35–9	A
Pixie, T. M. Russell, Jr.	35	A
Drakes Drum, Theodore D. Blake	38	A
Meridian, Herman H. Wiegand	34–7	A
Evening Star, F. S. Ford	54–4	A
Privateer, Edward P. Jones	34–7	A
Varuna, Charles F. Hansel	38	A
Jinx, Charles S. Kelley, 3rd	37–4	A
Dolphin, Robert B. English, Jr.	34	A



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Construction under the supervision of Chas. G. MacGregor

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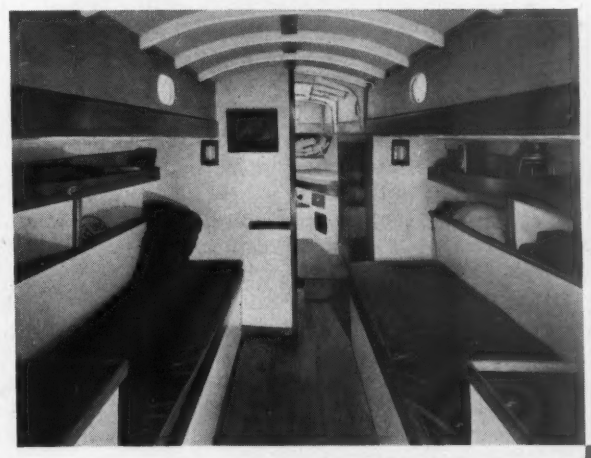
L.W.L.	27′ 6″
Beam	9′ 8″
Draft	5′ 8″
Ballast	6650 lbs.
Sail Area	638 sq. ft.

Sails by Prescott Wilson

Universal 25 h.p. "Utility Four" with self starter



Above: *Looking forward, main cabin and forward stateroom.*

Right: *Looking aft, main cabin, galley and companionway.*

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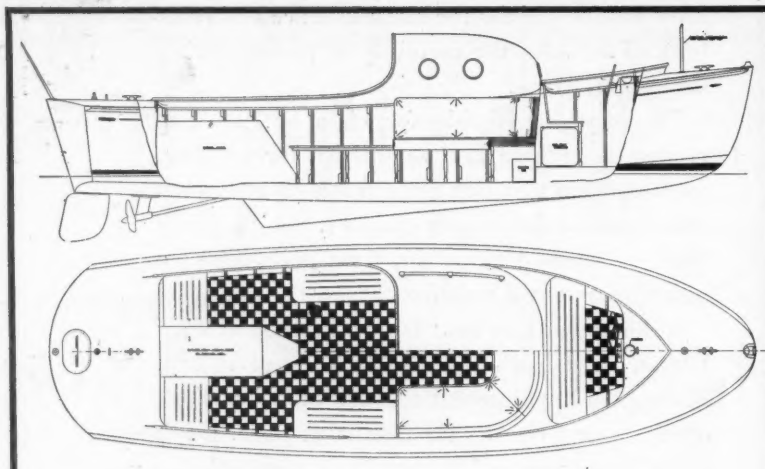

24-ft. Aluminum Launch
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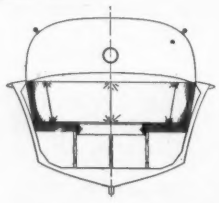
W. Starling Burgess, *Designer*



A number of these aluminum launches are now being built to replace heavy wooden tenders for diesel yachts. Their great saving in weight, their resistance to corrosion and hull deterioration, and the absolute safety of their water-tight bulkheads make them ideal for this purpose.

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THE MONTH IN YACHTING

(Continued from page 73)

Designs, as in the past, with four boats on each team. The races were sailed on Great Sound under varied but excellent conditions which always included bright sunshine to warm the winter-weary northerners. Because of the infrequent ship sailings to and from the Islands, and the shortness of most of our vacations, it became necessary to crowd the series into four days whereas most of us would have preferred to stay four weeks. Visitors agreed that nowhere else had they met such a perfect combination of racing conditions and whole-hearted hospitality; if we had to lose an international match, there could be no one to whom we would rather have lost it than to Messrs. Dill, Pearman, Darrell and Williams.

THE American boats and crews arrived from New York the day before the racing was scheduled to begin, masts were stepped and rigged at once and as much tuning as possible was done in the short time available. Two of the Americans, Bill Cox and Steve Szotkowski, were sailing boats familiar to them; W. J. Strawbridge and Stan Ogilvy were not, although Strawbridge had had a highly successful season in the International Class at Northeast Harbor in 1939.

All courses were of the Gold Cup type, a triangle followed by windward-leeward. When used under the direction of a race committee of the excellence of Commodore Wadson's of the Royal Bermuda Yacht Club, headed by Owen Darrell, this type of course provides a windward start and two fine windward legs, plus a well-nigh ideal combination of reaches and runs.

FROM the beginning, it was evident that the series would be no pushover for either side. The Bermudians won the first race by placing second, fourth, fifth and sixth. In the second race, sailed the same afternoon, it looked as if the Long Island Sound team had come through successfully but two American withdrawals after the race reversed this result. It was an indication of the good feeling prevalent that no protests had to be filed with the race committee, a brief discussion between the skippers of the boats involved being all that was necessary to decide the issues in a completely friendly fashion, without the unpleasantness of a formal hearing.

The next day the U. S. team was more fortunate, chalking up a 19¼ to 17 victory, with Joseph Merrill's *Feather*, sailed by Cox, taking her first win. There was no race that afternoon, because of a great war benefit fête at Government House, which practically the entire population of Bermuda attended. The fourth race, on the following morning, also went to the Americans, this time quite decisively, with another first by Cox, who not only sailed *Feather* into the winning position but also succeeded, by well-timed action against the opponents, in letting two of his team mates through into second and third positions. This race was the most interesting from the angle of team work for Billy Strawbridge, by playing "blocking back" all over the Sound, ran perfect interference for his three teammates, sacrificing his own position in the race to do so.

The visitors' hopes ran higher at the beginning of the fifth race, the score standing tied at 2 to 2. But the Bermudians clamped down and squeezed out an 18¼ to 18 victory in light airs and whacked the Americans soundly by 24¼ to 11 in the sixth contest next day. This last was sailed in a breeze that started at about 20 knots and ended up nearer 30, blowing out spinnakers one by one and giving everyone a thorough wetting during the course of the race.

THE series showed, among other things, that since the last American invasion of the waters of Great Sound, the Bermudians have learned all there is to know about team racing or at least were more often successful in their team maneuvers; this, coupled with American mistakes, contributed largely to our ultimate defeat.

Not least among the memories of the visitors was the wonderful hospitality of our hosts, who provided a ceaseless round of parties and dinners, including a banquet at the home of His Excellency the Governor and a rousing farewell dinner at the yacht club. We sincerely hope that world conditions will allow the resumption of the return engagements at Larchmont in September and, of course, look forward with the greatest of pleasure to challenging the Bermudians next Spring.

THE yachts which took part in the series of races for the Amorita Cup, with their owners and skippers, were as follows: United States, *Four Winds*, Wm. J. Strawbridge, owner and skipper; *Elsalan*, Herbert G. Hanan, owner, C. Stanley Ogilvy, skipper; *Feather*, Joseph L. Merrill, owner, William S. Cox, skipper; *Jick*, S. L. Szotkowski, owner, S. J. Szotkowski, skipper. Bermuda, *Zephyr*, Bermuda Syndicate, owner, J. E. Pearman, skipper; *Teaser*, Bermuda Syndicate, owner, Albert Darrell, skipper; *Undine*, Bermuda Syndicate, owner, E. Roddie Williams, skipper; *Coquette*, N. Bayard Dill, owner and skipper.

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News from Yachting Centers

NARRAGANSETT BAY GOSSIP

By Jeff Davis

▶ The Washington Park Y.C. held its first election since 1937 in its new clubhouse on April 3rd, chucked the constitution out of the window and buckled down to the important business of getting under way for the 1940 season. The new house is on the site of the old one that was totally demolished by the wave that accompanied the hurricane up the Bay in September, 1938.

All offices were declared vacant and only one of the former flag officers will sport any kind of a commodore's pennant this year. Martin F. Noonan went up a step from vice to commodore, William H. Foley was retained as secretary, and the "perpetual chairman" of the race committee, Russell Wilson, couldn't escape reëlection.

Other officers elected were: vice commodore, Al Sward; rear commodore, Arthur Sulloway; directors, Walter Myers, Charles Harrall, Leonard Kihlberg and Warren Malone. Phil Errickson, Ross Maher, Herbert Harrall and the writer were elected members of the race committee and race committee chairman Wilson and the writer were chosen delegates to the Narragansett Bay Y.A.

Last year, no attempt was made to sponsor a regatta. This year, the annual regatta will be sailed July 14th, the day after that of the Edgewood Y.C., when it is expected that the majority of the visiting boats that come to Edgewood will stay over for the Washington Park race.

Nobody had apparently thought of it, but the first election held in the new clubhouse happened to be in the 40th anniversary year of the club's organization. All the work on the new clubhouse was done by members in their spare time, and there wasn't a professional carpenter in the crowd. The house is 20′ by 30′ with a roof that pitches four ways and comes to a point in the middle. Boarded, papered, finished outside with novelty siding, sheathed and ceiled inside, painted inside and out, the cost of materials was less than $700. Membership is small and not a rich man on the rolls. For "recovery," "rehabilitation" or whatever you want to call it, I doubt if it can be equalled by any yacht club on the coast.

▶ There should be a Rhode Island Y.C. recovery story pretty soon, for plans to rebuild are in the making — in fact, two plans, and if the one for a sporty house with trimmings goes through it will be just an ordinary yarn, but if that one doesn't, and the other one does, it's apt to be a better story. The Rhode Island Y.C. is 63 years old and there are a few of the old timers who want to keep it alive even if the clubhouse is nothing but a shell and they have to sit on soap boxes instead of chromium plated chairs.

▶ Now the statisticians in the U.S.P.S. are planning for the annual predicted log race on June 29th. Dexter Stephens, Prof. Leighton Bohl, Dr. John Cowell, Joseph A. Lowe, Donald Latham and Paul A. Merriam, a 50-50 combination of power and sail men, have laid out a 35-mile course from the Edgewood Y.C. down Providence River and up into Mount Hope Bay, where they don't go often, so that the skipper who runs around the course and notes his times at the control stations won't have as good a chance as the scientific one who figures distances, tides and all the rest of it. It was a joke on the committee last year to have a skipper who took a few notes on the down trip and again a couple of weeks later, when the tide would be about the same, on an up trip, come closer than all the rest of them who had puzzled their brains with charts, r.p.m. and what have you, and carry home the prize.

Twenty-three of the squadron members took the advanced piloting exams the other night but how many passed them isn't known yet.

▶ All during the winter, when Greenwich Bay was frozen over and the ice boat crowd cavorted there, Tom Harris and Bob Parsons had turned all the facilities of their yard at East Greenwich over to them. So, to show their appreciation, the crowd threw a dinner at the Mettacomet Golf Club for Tom and Bob. "Flying Trapeze Skeet" Thornton bossed the job and there was speech-making (?), singing the Faunce theme song and presentations. Jack Wood, M.I.T. dinghy promoter (who showed many movies, all wet), Commodore Leon Nickerson and ex-Commodore Stanley Cady of the Edgewood Y.C. were special guests.

▶ Short Ends. . . . Herreshoff has the 54-foot power cruiser for, they don't tell who, ready to launch and have pushed her astern on the ways to make room for a 61-foot over all cutter from a Sparkman & Stephens design which is about ready to turn over and set on her lead. She is a June delivery job for an owner who also doesn't want his name mentioned. . . . Web Knight, who delights in buying wrecks and making boats out of them

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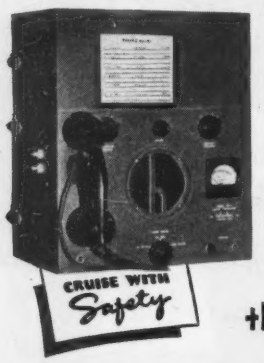

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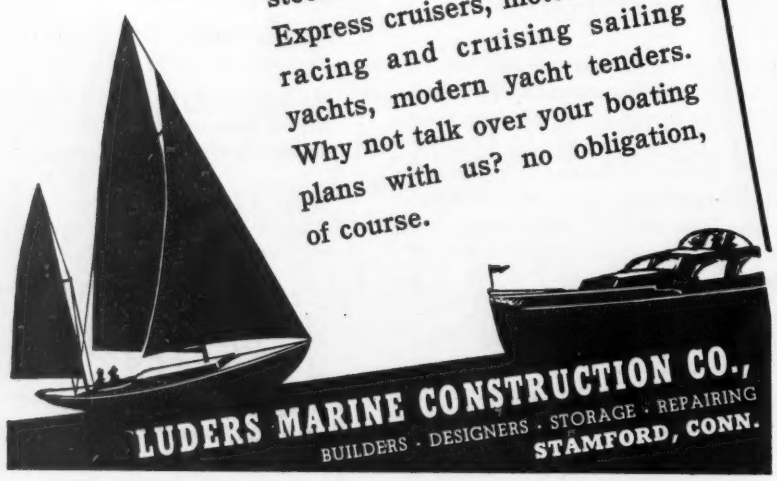

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STAMFORD, CONN.

with the aid of Dave Aspray, has added Fred Manns' old cat boat *Problem* to his collection. *Problem* got so weak in the joints that Fred didn't dare to sail her any more. She was built in 1905 and always driven hard, so he hauled her out in Thorsen's yard in 1936 hoping to rebuild her some time. Then the hurricane came along and, when it was over, she was broken-backed and stove. All that Aspray has saved of her is a few planks, deck and cabin top, and shape. Web is going to keep sail on her but will put in a pair of engines and when she's finished she'll probably be the only twin screw cat rigged motor-sailer in existence. . . . Rhode Island Sea Scouts are going in for small boat sailing. The Sea Scout Council has had one boat built by Arnold Shaw to serve as an example to the boys and encourage them to do likewise. She is a husky V-bottom skiff with a knockabout rig, designed by Prof. Schock of the Rhode Island State College staff, and they figure that, with the boys doing their own building, they can turn them out at a material cost of about $65. . . . Axel Larson and Fred Fossman have bought Steve Harris's little auxiliary sloop *Lone Dickling*. Steve has turned his affections to the 25-foot sloop *Whitecap* which is being rebuilt (inside) for him in the Harris and Parsons shop. . . . Philip Somerby, of Boston, has bought the old New York "50" *Carolina*. She has been fitted out at Herreshoff's and gone to her new home port. . . . Bill Hempsted, once before a Star man, has bought Houghton Letts' Star *Skipjack*. . . . Jack Tiplady has sold his Indian Class *Tip V* to Herbert Speakman, formerly owner of the B Class sloop *Amanita*. . . . Dr. Russell Hunt has bought a 28-foot auxiliary cat boat, and Kirke Everson another, 27 feet over all, which, with Wendell Brown's *Elizabeth*, will make a nice class of three at the Edgewood Y.C. . . . Al Plante has a 28-foot V-bottom power cruiser nearly completed and expects to launch her in a couple of weeks. Chromium edged panels and sliding locker doors in her cabin and cockpit were made in France for *Weetamoe* when she was owned by Frederick Prince. Al ran across them in the wreckers' stores and figured he could use them to advantage. . . . Pete Haffenreffer is going to change the name of his Fisher's Island 31-foot class sloop *Skidoo* to *Penguin*. Pete and his brother Carl bought a pair of those funny birds and gave them to Roger Williams Park museum. As nobody could tell which was the lady or gent bird, they couldn't very well label them with names that might indicate sex, so some youngster won a prize by suggesting they call them "This" and "That" (And that's another suggestion.) . . . Earl Madison is rebuilding the power cruiser *Little Pal*, formerly owned by ex-Commodore John J. Orr of the Rhode Island Y.C., and another survivor of the hurricane. It's at least a 50 per cent job and, as he is working alone in spare time, she'll be late in getting into commission. . . . Another hurricane repair job is Harry Livezey's Wheeler Playmate *Penzance*. She is done by this time and overboard. . . . Web Rooks has sold his Fisher's Island 23-foot sloop *Tigress* to Harry Hanson, of Bridgeport. . . . The Rhode Island Y.C. annual regatta date is July 6th, whether we have a clubhouse or not. . . . The Taunton Y.C. plans to join in the ruckus this year and has claimed August 10th for a regatta off its new quarters at South Dighton. . . . Albert Lemos, at Bullocks Point, has started on a 65-foot motor-sailer designed by Sparkman & Stephens, owner unknown. The Coast Guard has set a green light, one-second flash followed by a two-second eclipse, on a skeleton tower on Whale Rock in the West Passage of Narragansett Bay to replace the stone tower that was washed away, and has replaced the lighted gong buoy that marked the rock with an unlighted gong buoy.

WEST COAST BUBBLES

By Waldo Drake

▶ Like history repeating itself, the bight of San Pedro Bay under Point Fermin is again to be headquarters for an important part of the yacht fleet. The area is the same as that occupied by the old South Coast Y.C. squadron at the turn of the century.

The Los Angeles Harbor Board has budgeted $125,000 for the development of a basin between Fort MacArthur and Minor Fill, with facilities for 246 boats. Still in prospect is the plan to create a harbor for 1,000 boats in the upper reaches of the East Basin, though this project cannot be carried out before 1942.

Other important yachting centers are springing up along the South Coast. The Hueneme Y.C., utilizing the inshore end of the new basin carved out of the land for the brand new port of Hueneme, 60 miles west of San Pedro, will be ready July 15th. Under the leadership of P.H.L. and Harry C. Wilson, pioneer sailors in the Los Angeles area, the club is rebuilding the old Hueneme Lighthouse as its headquarters.

A group of Los Angeles men is also planning the creation of a yachtsmen's haven at Johnson's Landing, near the Isthmus on the leeward shore of Catalina Island. The project, yet to be finally approved by the Wrigley estate, includes the development of a colony of summer homes on the hillside back of Johnson's, with the present anchorage to be protected and its area increased by a breakwater.

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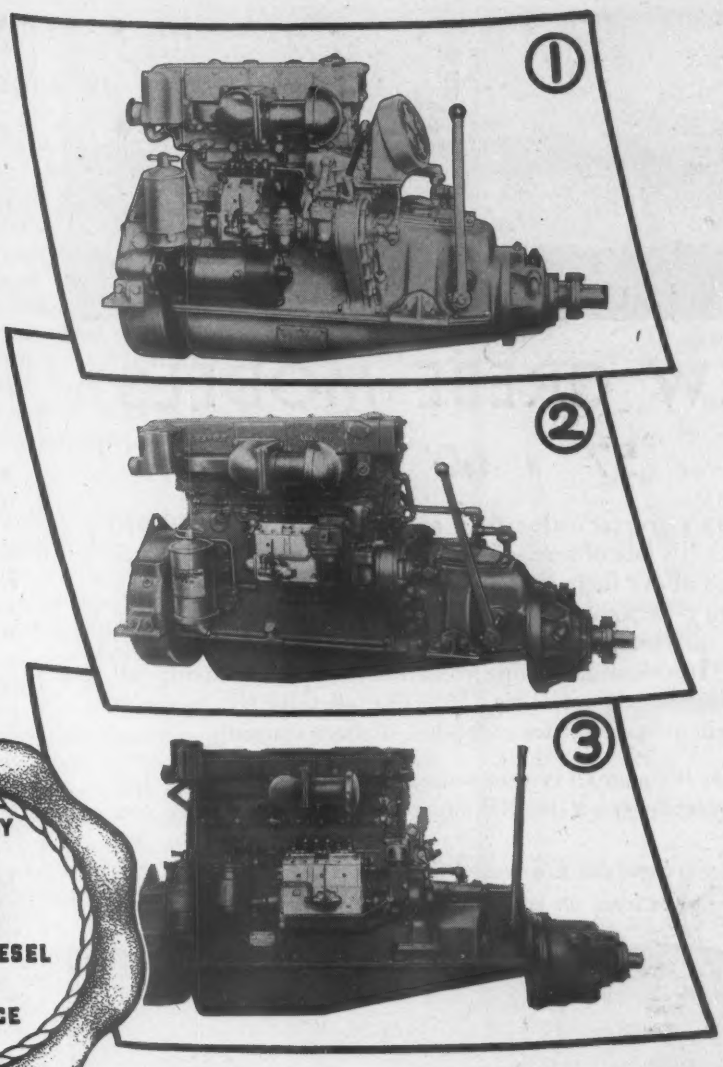

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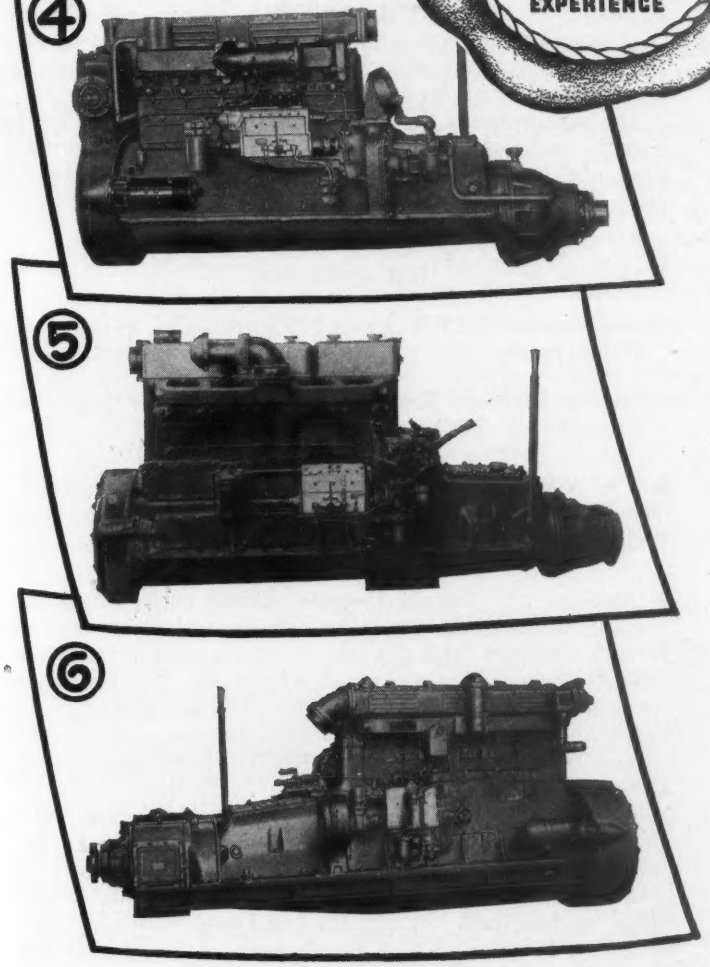

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2 BUDA-LANOVA 6-cylinder Diesel Marine Engine Model 6-DTM-317*, with 3⅝" Bore, 5⅛" Stroke, 317 cu. in. Displacement. A lightweight, powerful Diesel that offers ideal single or twin-screw power for small and medium size cruisers. *The "317" is the lowest priced "popular size" 6-cylinder Marine Diesel on the market today.*

3 BUDA-LANOVA 6-cylinder Diesel Marine Engine Model 6-DTM-468*, with 4¼" Bore, 5½" Stroke, 468 cu. in. Displacement. One of the most widely used models — the U. S. Navy uses more of this size than any other BUDA-LANOVA model. A pair of "468's" provides economical high speed cruiser operation in boats up to 65 ft.

4 BUDA-LANOVA 6-cylinder Diesel Marine Engine Model 6-DHM-691*, with 4¾" Bore, 6½" Stroke, 691 cu. in. Displacement. This modern "*Low Pressure*" Diesel will drive larger cruisers with unfailing power and dependability.

5 BUDA-LANOVA 6-cylinder Diesel Marine Engine Model 6-DHM-909*, with 5¼" Bore, 7" Stroke, 909 cu. in. Displacement. In the "909", yacht owners will find every necessary feature for completely smooth operation and reliable performance.

6 BUDA-LANOVA 6-cylinder Diesel Marine Engine Model 6-DHM-1879*, with 6¾" Bore, 8¾" Stroke, 1879 cu. in. Displacement. Ruggedness — Super Power — Dependability — from flywheel to propeller shaft — that's the "1879" — giant of all BUDA-LANOVA DIESELS — for larger yachts.

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ROLAND EATON
Managing Director

▶ The California Y.C. annual Gold Cup series again set the season in motion in the San Pedro area in April. At the half way mark, leaders ranked as follows in the several classes:

Ten-Metres: Sally, Wesley Smith; *Branta*, Don Ayres; *Santa Maria*, Pierpont Davis.

California 32's: Velero II, Allan Mickle; *Altamar*, Donald Douglas; *Escapade*, Walter Elliott.

Six-Metres: Rebel II, Emerson Spear, and *Lanai*, William Slater, tied for first place; followed by *Mystery*, William Horton, and *Ripples*, John Swigart.

Pacific Inter-Clubs: Challenge, George Fleitz; *Sans Gene*, Louis Varalyay; and *Seventh Heaven*, Peggy Slater.

▶ California speed boat men took over another new inland pool last month, with the inaugural program on Oakley Lake, near Wilmington.

As expected, Brownie Schuber, of Long Beach, won every event in which he entered his record smashing one-design speedster *Little Butch*. *Little Butch* trimmed Dudley Valentine's *Miss Hollywood* and Frank Verbeck's *Firecracker* in the 225-inch class and, in the one-design division, walloped Walter Blume's *Jericho* and Clay Smith's *Idolon*, the leaders behind him, with equal ease. Among the outboards, Frank Nealey's *Labella* led the stock runabouts and Hovey Cook and his *Millionaire Kid VI* won in the Class F racing runabout division.

▶ Fred E. Lewis, peripatetic deep water cruiser of Balboa, brought his 135-foot Diesel cruiser *Stranger* back to San Pedro in April after an unsuccessful trip to Cocos Island, in search of the fabulous "Loot of Lima."

Lewis took a group of mining engineers, headed by Dr. Franklin R. Johnston, of Pasadena, who directed the extensive excavations without finding trace of the treasure which Captain William Thompson supposedly hid there 150 years ago.

▶ Peter Serrel continued his winning ways at Newport-Balboa last month by sailing his National B dinghy *Scud* to victory in the Newport Harbor Y.C. second annual spring dinghy series of 28 races. Second honors among the Potter dinks were taken by William Douglas's *Misin* and third place was captured by his brother Donald, with *Picaroon*.

The big surprise of the regatta was the collapse in the last two races of Temple Ashbrook and his *Zephyr*. After going great guns for 20 races, *Zephyr* fell by the wayside in the finale, to lose first place to Willard Shepard's *Fizz* and Myron Lehman's *Lulu*. Other results:

Delta Dinghies: Twig, Stewart Trumbull; *Question Mark*, Donald W. Douglas, Sr.; *Aero*, Hugh McLachlan.

Balboa Dinghies: No. I, Dorrance McClure; *No. II*, T. E. Johnson; *No. VI*, Walker Smith.

Inter-Club Dinghies: Doldrum, Charles Ullman; *Flying Dutchman*, R. Higgenson; *Hallux Valgus*, R. Cunningham.

▶ The Willis Hunt Company has recently been appointed West Coast distributor for the Wee Scots, well-known small sailing class built by William Edgar John & Associates of Rye, N. Y.

▶ *Bubbles* . . . . Donald Douglas' 72-foot cutter *Endymion* had her wheel shifted from side installation to the center line during overhaul by the Fellows & Stewart yards as a prelude to her departure on April 20th on the 300-mile down wind race to Guadalupe Island. . . . The regatta committee which will handle the International Flattie Championships at San Pedro, August 19th to 23rd, will include: Chairman Ed Olin, Ernest Downing and Ira Rohland. Southern California's Flattie title series will be sailed at San Diego June 22nd and 23rd. . . . Winners of the Balboa Y.C. Easter series were: Flatties, *Gamboleer*, Ira Rohland; National One-Design dinghies: *Zephyr II*, Carl Long, Jr.; Snipes: *Gray Goose*, Fred Schenck; Snowbirds: *Powwow*, James Powers. . . . Don Swanton's *Skylark* was close to another title in the Long Beach Y.C. spring series for "Little Ships" in mid-April . . . The 141-foot Diesel cruiser *Maria Dolores*, sold by LeRoy M. Edwards to J. H. Marsman, of Manila, left San Pedro for the Philippines last month. . . . Boats under new owners in the Los Angeles area are: Ten-Metre *Sirius*, C. E. Vesey; Elco "44" *Jackilyn*, H. E. Kendall; cutter *Tehani*, I. Fleming; Six-Metre *Rhapsody*, John Coyle. . . . Lieut. Comdr. H. C. Perkins, organizer of the Coast Guard Reserve units in California, and National Rear Commodore Harrison Martin, of the U. S. Power Squadrons, have arranged a program for coördinating training activities of the two groups in California.

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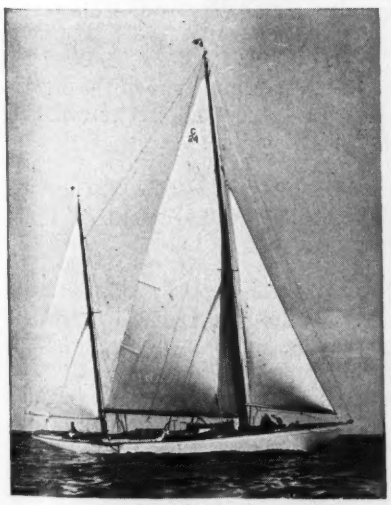

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MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ Fitting-out days are here again and dinghy racing is in full swing on the Charles River, which at one time looked as if it never would shed its icy coating. Decks are being cleared for action and the official opening of the racing season should bring a record May 30th fleet to the annual Memorial Day Regatta in Dorchester Bay, under the colors of the South Boston Y.C.

▶ One of the important early launchings of the season was slated for April 13th when the new 65-foot over all Alden-designed yawl *Rose*, for G. Peabody Gardner, Jr., of the Eastern Y.C., was scheduled to slide down the ways at the Quincy Adams Yacht Yard, Quincy. John G. Alden also reports the building of a 61-foot over all yawl for Thomas H. Shepard, of Marblehead, and a 45′ 6″ centerboard cutter of 4′ 4″ draft for use in Cape Cod waters.

▶ Robert A. Leeson, of the Eastern and Corinthian Y.C., has acquired one of the three Alden Off Soundings cruisers building at the yard of Goudy & Stevens, East Boothbay, Maine. The boat for Mr. Leeson will be cutter-rigged, will cruise extensively and be raced occasionally. At Marblehead, nine Coastwise Cruisers are under construction. These boats are mainly New York owned but the sixth has been purchased by Harvey C. Knowles, of Ivorydale, Ohio, who sails out of Vineyard Haven.

▶ Designer Alden is superintending the alteration of George McQuesten's motor-sailer, which was purchased last fall from Sidney Beggs and hails from Marblehead. Extensive alterations will be made at Lawley's Neponset yard in D. Spencer Berger's 72-foot yawl *Mandoo*, and similar changes are under way in John Ford's yawl *Royono II*, which sails out of Detroit. The well-known ketch *Reejack* (ex-*Tioga*), now owned by Jacob D. Cox, is undergoing changes at Peirce and Kilburn's, Fairhaven, and will be used this summer in Cape Cod waters.

▶ Ex-Commodore Marion Cooney, of the Sandy Bay Y.C., was elected to succeed Donald Mackintosh of the South Boston Y.C. as president of the Massachusetts Bay Eighteen Foot Association. Secretary-Treasurer Roy Pigeon, whose entertaining reports feature annual meetings, was reëlected. Owners of the Class I 18-Footers are looking forward to a busy season and boast a continuous racing record of 42 years.

The Association accepted the invitation of Commodore Homer Clark, of the Sandy Bay Y.C. to take part in the one-hundreth anniversary of Rockport celebration which extends from August 18th to 24th. The second of the series for the Wennie P. Karshick Memorial Cup will be sailed off Rockport during these Centennial Races. Sandy Bay Day, on Aug. 23, should bring out a fleet to smash the starting mark of 105 boats.

The Star Class has taken hold at Rockport and 14 boats will race in the class this season.

▶ Fred L. Woods, Jr., has established a "Chart Room" at Marblehead and has added facilities for Marblehead's first real nautical store.

▶ Two April launchings from Graves' yard, at Marblehead, were Single-Handers from the designs of E. Arthur Shuman, Jr., Inc. The yawl-rigged *Bitter Sweet II*, for Alfred Sweet, of Beverly Farms, and the sloop-rigged craft for John Fairfield, of Marblehead, slid down the ways. Both boats were finished bright.

▶ The clipper-bowed schooner *Don Quixote del Mar* has been sold from Professor Frederick Rand Rogers, of Boston, to Hobart A. H. Cook through the office of John G. Alden. She will make a cruise to the Pacific Coast *via* the Panama Canal. The 30-foot power cruiser *Mary IV*, which has been at Marblehead the past three seasons, has been bought by Dr. C. F. Enloe, of Saratoga Springs, N. Y., who will use her on Lake Champlain. Speaking of Lake Champlain, Alden is superintending the reconstruction of the old side wheel iron steamer *Chateaugay*, which formerly plied that lake, for use on Lake Winnepesaukee to take the place of the *Mount Washington* which was burned last winter. The new *Mount Washington* is being transferred in 10-foot sections from Lake Champlain. She will be put together and equipped with oil burning engines taken from the yacht *Crescent III*, formerly owned by Galen Stone, of Boston, and will become a twin screw vessel.

▶ The well-known Medford B.C. held an enthusiastic annual meeting and the 1940 officers and standing committees include Commodore Harry Browning, Vice Commodore William Neilson, Secretary-Treasurer Neil Elder, Chairman of House Committee Stephen Holt, Club Captain Fred Rodding and Executive Committee G. Melville Goddard, Sam Lanza, Frederick Reynolds and L. E. Nichols.

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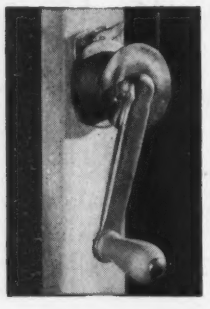

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DETROIT RIVER AND LAKE ERIE NEWS

By Walter X. Brennan

▶ On April 12th, the Bayview Y.C., of Detroit, honored its seagoing members who participated in the Miami-Nassau and St. Pete-Havana races with a dinner and speechfest. A feature of the meeting was the first showing of Howard Finch's movies of the races. He has shown his movies of last year's Florida-sponsored races over 50 times and experts in both photography and sailing admit they're tops.

▶ Jean Mesritz launched the first of the fleet of 18 Lawley "110" sloops at Detroit April 10th and berthed her at the Grosse Pointe Club, which will probably be the center of "110" activity this year. The remainder of the fleet is expected to be sailing in time for the first regatta May 30th.

▶ June 22nd will be an important date on Lake Erie. Both the Mills Trophy Regatta, staged by the Toledo Y.C., and the Roberts Trophy auxiliary event will start that day. The Cleveland Y.C., sponsor of the latter event, will also stage a power cruiser race to Put-In-Bay, finish line for the sailing event, on June 23rd, to coincide with the auxiliary race. The two races are among the most important on the calendars of the two clubs.

▶ Plans are shaping up for yachting activities in connection with the 150th Anniversary of the U. S. Coast Guard, at Cleveland, headquarters for this area. Sixty-mile races for both power and sailing craft, from Put-In-Bay to Cleveland on August 10th, will be held at the close of the I.L.Y.A. regatta. Races for smaller craft and a marine parade will be held off Cleveland, August 11th.

▶ Increased interest in Star Class racing along the South Shore of Lake Erie is reported. A. O. Wahter, of Lorain, is having a new boat built which will be No. 1930 and will be called *All Star*. Several boats are expected to change hands this month.

▶ Grant Turner, of Little Current, Ont., ambassador without portfolio of the Georgian Bay and North Channel area, announces that there will be no change in regulations in regard to American yachts going into Canadian waters this year, regardless of war conditions.

▶ The Charles Neff Boat Harbor, Detroit, has been sold to Robert Todd and the name changed to St. Clair Boat Harbor.

▶ Roger Waindle, of Chicago, has bought the 28-foot English cutter *White Cloud* from Henry T. White, of Detroit.

▶ Sailors will take over the annual power boat regatta dates on the Detroit River on Labor Day this year for the first time. With no Gold Cup race on that date, the annual D.Y.C. Sweepstakes for all classes of sailing craft will be held instead.

▶ The Detroit River Y.A. elected R. R. Daley commodore of the organization for the year, at its annual meeting held April 2nd, at Crescent Sail Y.C. Dr. A. E. Jennings was elected vice commodore.

▶ The Mayea Boat Works, of Fair Haven, has completed a MacGregor-designed sloop for Harry Beck, of Detroit. The boat measures 34′ by 9′ by 5′ 2″ and is powered with a Gray Sea Scout.

▶ New interest in the Six-Metre Class at Detroit should result from the recent sale of *Challenge* by Tom K. Fisher to Perc Darnell. *Challenge*, with Fisher at the helm, has dominated the class here and, although Darnell is considered a good skipper, it will take him some time to get accustomed to the new boat. Some of the rest of the boats will probably come through in the meantime.

▶ Phil Fletcher, of Alpena, has launched the idea for a port-to-port race for the return of the Port Huron-Mackinac fleet. The general plan is to race from Mackinac to Alpena, next day sail to Tawas, and the next to Harbor Beach, and then make a run to Port Huron. Some interest has been aroused among the Mackinac Race fans.

▶ Work is progressing on a new *Notre Dame* at Algonac, Mich. No details of the hull have been given out by Herbert Mendelson, the owner, but she will be powered with the same Duesenberg engine which Clel Perry drove to several victories.

▶ Fred S. Ford, of Grosse Pointe, has bought a Malabar Jr., from Campbell Boat Co., Holland, Mich., for his son Fred S., Jr.

▶ The Fisher Boat Works has been appointed exclusive dealer for Richardson Cruisers in the Detroit area.

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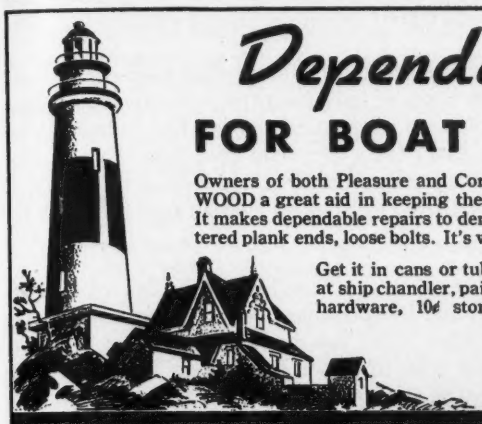

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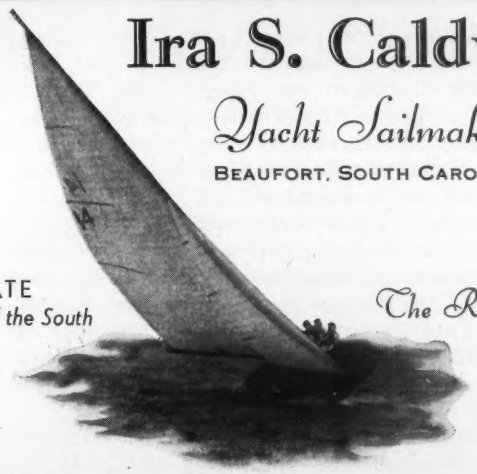

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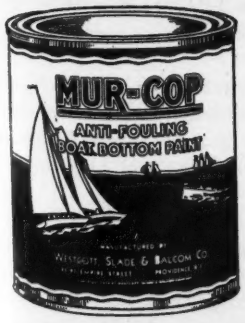

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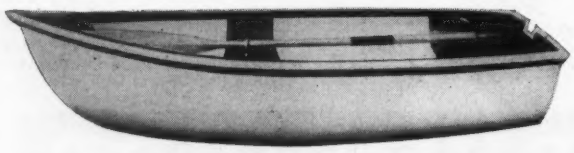

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SOUND WAVES

By Lee Scuppers

▶ All of a sudden like, the middle of June has become a popular time of the season for long distance races, cruises and such. The latest addition to the crowded calendar for a more or less limited group of yachts is a 400-mile offshore race scheduled by the New York Y.C. for June 15th.

This will be an invitation event for ocean racing yachts and it will mark the first time within the memory of modern yachtsmen that the institution on Forty-Fourth Street has invited such vessels, other than those enrolled in the club, to participate in an offshore race.

The course to be sailed is almost identical with that covered in the Cape May Challenge Cup event held at a similar time last year and won by Rudy Schaefer's yawl *Edlu*. The start will be made off Newport on the 15th, then the yachts will go down the coast to Five Fathom Bank Lightship, off Cape May, N. J., and return to a finish line off Montauk. In announcing the race, Robert B. Meyer, new chairman of the N.Y.Y.C. race committee, emphasizes the fact that the Cape May Trophy will not be at stake inasmuch as the ancient jug is strictly a challenge prize and no challenge has been filed by a club member. There will be special trophies for this year's event.

▶ There are four other events scheduled during that part of June and any or all of these will draw boats of the same type, a circumstance which will affect the entry lists of some of them adversely. The Indian Harbor Y.C. three-day cruise, the American's overnight race from Rye to New London, the Eastern's annual race around the Cape from New London to Marblehead and the Cruising Club of America's ocean race are all on the list for this period.

▶ Frederick M. Hoyt, who put up the Amorita Trophy for team racing between Long Island Sound and Bermuda fleets of the International One-Design Class, went to the Onion Patch last month as a guest of the Royal Bermuda Y.C. to present the prize in person to this year's victorious captain. The American invasion at one time promised to achieve record proportions, but difficulties over the transportation of boats from New York to Hamilton and back upset many well laid plans. At the last minute, only three boats were shipped. The Furness-Bermuda Line, whose *Monarch* and *Queen of Bermuda* are now on war duty, used to take the American yachts down gratis but the United States Lines, which has taken over the run, is not so altruistic.

▶ The addition of an extra race at Indian Harbor during the long Fourth of July week-end has increased the Y.R.A. of Long Island Sound championship regatta schedule to twenty-four for 1940. The glorious Fourth will be celebrated at length by the racing yachtsmen. They will begin on Wednesday, July 3rd, with the American's fixture; race at Larchmont, as usual, on the Fourth and then for three days in a row at Indian Harbor. The Sunday race off Greenwich will not count in the Y.R.A. proceedings but the Friday and Saturday events will.

When the Y.R.A. delegates met to discuss the schedule, they shattered all records by adopting it without a dissenting vote in about three minutes flat. Then they put the seal of approval on the Sunday special listings arranged by Fred Horton, race committee chairman of the Horseshoe Harbor Y.C. His club took six Sunday dates, Manhasset four, Larchmont three and several others one each.

▶ The Y.R.A. schedule.:

May 25th, American; May 30th, Harlem; June 1st, Larchmont; June 8th, Manhasset Bay; June 15th, Seawanhaka; June 22nd, Knickerbocker; June 29th, New Rochelle; July 3rd, American; July 4th, Larchmont; July 5th and 6th, Indian Harbor; July 13th and 20th, Larchmont, with race week in between; July 27th, Stamford; August 3rd, Riverside; August 10th, Port Washington; August 17th, Huguenot; August 24th, N. Y. Athletic Club; August 31st, Seawanhaka; September 2nd, Larchmont; September 7th, Manhasset Bay; September 14th, Indian Harbor; September 21st, Horseshoe Harbor; September 28th, Echo Bay.

▶ What for years has been a gentleman's agreement is now incorporated into the Y.R.A. rules in black and white, making it imperative that any yacht fouling another in any class (her own or some other) immediately drop out of the race. That should put the bee definitely on the short sports and minimize unpleasantness.

▶ The Junior Y.R.A. apparently is in for another big summer, having scheduled virtually a solid month of championship competition. After the usual mid-week regatta at Larchmont, the youngsters will turn their attention to the following sequence of events: Gregory Taylor Trophy for girls, Cold Spring Harbor, July 29th–30th; invitation regatta, Port Washington, August 1st; Law Cup, Indian Harbor, August 5th–7th; junior champion-

ship, Knickerbocker, August 12th–15th; midget championship, Knickerbocker, August 19th–21st.

▶ A meeting of the new Bounty Class for the purposes of organization was held on April 12th at the Yale Club, New York. Ten owners of these 38-foot cruising-racing auxiliaries were present and elected Dr. Douglas P. Babbidge as chairman, Palmer H. Langdon secretary-treasurer, and appointed a committee consisting of the officers and Stuart E. Kay to draft the class rules. All three officers formerly competed together in the Sixth Division of the Handicap Class.

▶ *Rope Yarns.* . . . The epidemic of strong northwesterlies which hit Long Island Sound dinghy racing ports after the ice went out, resulted in numerous initiations into the dripping order of Loons. Among the new members of this no longer exclusive group are Stanley Ogilvy, Star Class ace; Teddy Talmadge, who does his summer sailing on Peconic Bay, and Bill Campbell, of Manhasset Bay. . . . Douglass C. Fonda, secretary of the A.P.B.A. and former American high point outboard champion, is going into sail. Henry Hinckley, of Southwest Harbor, Me., is building a cruising sloop for Fonda from Sparkman & Stephens designs. . . . George P. Granbery, perennial winner of the Block Island sailing race, has been re-elected president of the Handicap Class. Howell Perrin again will perform the time allowance juggling act. . . . A sterling silver cup, which Francis Robert won in a Horseshoe Harbor regatta in 1895, will be returned to the club this summer as a trophy for a special race. . . . Manhasset Bay Y.C. will hold its annual Fall Series beginning the Wednesday after Labor Day and running through its Y.R.A. regatta on September 7th. . . . Egbert Moxham, former Manhasset Bay commodore, has sold his International One-Design *Jester* to Philip R. Mallory and will cruise this summer in the 63-foot cutter *Orient*, built in Hong Kong from American designs in 1938. . . . R. Graham Biglow has parted company from his handy little schooner *Teal*, selling her to L. H. Garrison for use on the Chesapeake. . . . Tim Parkman, former Star Class official, has sold his schooner *Vela* to a Down Easter, Reynolds Miller, of Boothbay, Me., and is reported to be heading into aviation. . . . One of the first launchings of the season was that of *Coquette*, the 42-foot auxiliary cruising sloop built for Bob DeCoppet, of Stamford, by Luders. . . . Junius S. Morgan, former N.Y.Y.C. commodore, has sold his New York 32-foot water line cutter *Folly* to Albert J. Grymes, Jr. . . . Bob and Don McCullough, who have been sailing in the Star Class, are going cruising. Their father, W. G. (Jed) McCullough, has bought one of the new Privateer Class 34-footers.

THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ For a short while, last month, it seemed as though there might be a change in the dates of Lake Erie's big annual event, the Inter-Lake Regatta at Put-in-Bay, because of the desire of the U. S. Coast Guard to hold the 150th anniversary celebration in Cleveland at that particular time. However, everything has been smoothed out and the regatta is still scheduled for August 5th–8th, to be followed by the Coast Guard celebration at Cleveland on August 10th. The annual South Shore Regatta, at Vermilion, O., originally set for August 10th–11th, will be held the following week-end, August 17th–18th.

There will be four days of racing at Put-in-Bay this year, instead of only three as in the past several years. The various clubs usually hold long distance races from the home ports to the Bay. This year, the South Shore fleets will race to Cleveland, after the regatta, leaving the Bay August 9th, competing for new trophies which have been provided by the Cleveland Chamber of Commerce for both sail and power boats.

▶ W. Lawrence James, "Larry" to you, chairman of the race committee of the Cleveland Y.C., has just completed his racing schedule for the 1940 season. The Stars and Comets will start the season with spring tuning up events scheduled for May 18th, 19th, 25th and 26th. On Decoration Day, the first club race series starts for sloops, auxiliaries, Stars and Comets. The first big event of the season is the annual Roberts Trophy long distance race for auxiliaries on June 22nd–23rd. In July, the feature of the month is the Lipton Cup series, July 26th–28th; August has the Inter-Lake and South Shore regattas and September will feature club racing in all classes.

▶ Robert T. Morrow has purchased the 54-foot auxiliary schooner *Albury S* in the Bahamas. She will be sailed to New York early in May and will make the rest of the trip to Lake Erie under power.

▶ A. J. Saxer has sold his 46-foot Matthews *Viking* to a St. Louis yachtsman and has ordered a 1940 model 46-footer from the Matthews Co. The

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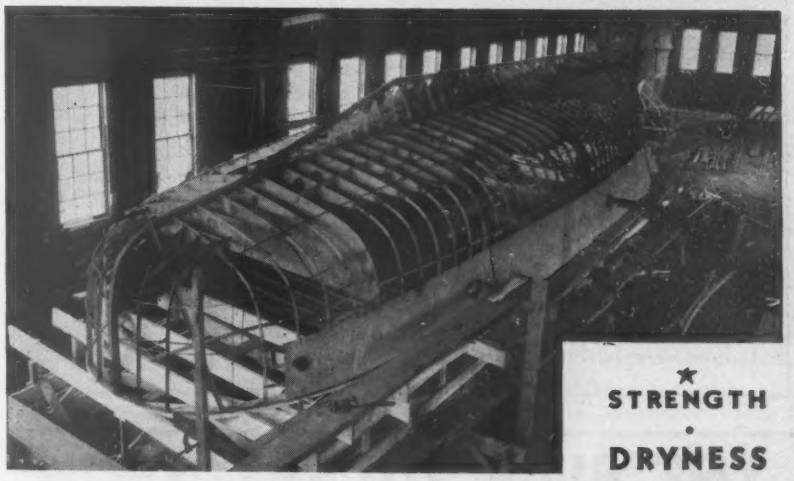

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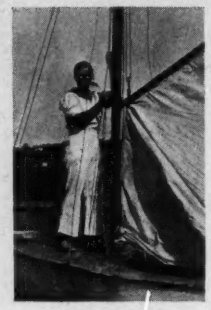

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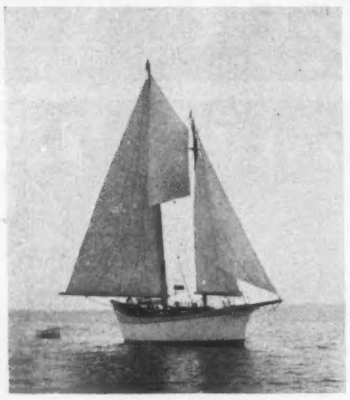

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new boat is to be powered with a pair of 6-cylinder 225 hp. Scripps engines and is expected to be one of the fastest cruisers of her type in the vicinity of Cleveland.

▶ The east breakwall of Rocky River is to be extended some 442 feet, making a total length of 900 feet out into the lake. A new outside range light will have a visibility of 12 miles, thus doing away with the necessity for the familiar light buoy off the mouth of the river.

▶ Boating enthusiasts of Cleveland and vicinity who summer at Chippewa Lake, near Medina, O., have formed a new club, the Chippewa Y.C. At the organization meeting, held in March, there were fifty members present. The Rev. Dr. Quinton, of Medina, was elected commodore, Dr. W. C. Davis, Cleveland, vice commodore; Willard Stephenson, Medina, rear commodore and Carrol McClure, Medina, secretary-treasurer.

The club will feature a new racing sail boat of Class Z, an 18-footer of scow type, carrying 165 square feet of sail, designed by A. M. Youngquist of White Lake, Mich., and said to be extremely fast.

▶ The Mentor Harbor Y.C. has signed an agreement with the Stadium Yacht Basin, Inc., with the idea of having the latter concern take care of all its yard activities, launching, hauling out, marine supplies and repairs.

The Snipe fleet at Mentor has an extremely busy racing schedule for the coming season. Tune-up races will be held on April 28th, May 5th, 12th, and 19th and official fleet racing will start May 26th and continue every week until November 10th.

S. G. Carkhoff, Akron, O., a member of the club, has purchased an Over-Niter auxiliary sloop, a duplicate of George Salzman's *El Mardor*.

▶ Chico Periera, of Sandusky, has sold his Star *Coqueta* to John Pinckney, of Lorain. This leaves Sandusky without representation in the South Shore Star fleet.

▶ Southern Lake Erie Star fleet sailors held their annual spring meeting in Vermilion on April 7th and worked out a schedule for the coming season. All of the spring series events will be held at Vermilion and the elimination series, to determine the fleet's representatives at the Great Lakes championship series, will be divided between Huron, Lorain and Vermilion.

The spring series races are scheduled for May 26th, 30th, June 2nd, 9th and 16th, with Saturday series on June 1st, 8th, 15th, 22nd, 29th and July 20th. Elimination events will be held on June 23rd, 30th and July 4th, 7th and 21st. In addition to these events, the Star fleet will attend all of the regattas along the South Shore.

▶ Harry Denzer, chairman of the race committee of the Sandusky Sailing Club, held a meeting with the heads of the several fleets recently, but at this writing no schedule has been announced. Burdette Foster represented Class A Handicap; Bill Hughes, Class B Handicap; Eddie Miller, Lyman Class fleet; Carl Schrenk, the Inter-Lake sailing fleet.

It is likely that the Inter-Lake sailing class will be split up this season as the 31 boats in the fleet are too many for fair starts when so many of the pilots are still novices.

▶ One of the outstanding achievements of the U. S. Power Squadron in Cleveland has been the way in which it has brought sailors and power boat men together in one big family. This was particularly noticeable in the last monthly meeting of the Cleveland Power Squadron. More than 100 members were present. Miss Josephine Ptak entertained with an illustrated account of her trip to Hawaii and return aboard *Wander Bird*.

▶ Johnny Dusendon, Lorain boatbuilder, has just about finished Avery Hand's new Star and says she is going to be a "hot" boat as he has put everything he knows about Stars into the building of her. The owner believes him, for he has named the new boat *Flame*.

▶ Fleet Captain Frank Maxon of the Lakeside Y.C. has completed a fine job of planning the distribution of club docking facilities for the coming season and reports all space taken or under option. This is bad news for the long waiting list at the Lakeside Y.C. and emphasizes the need of additional yacht basins in downtown Cleveland.

G. C. Sterret, chairman of the race committee, has announced June 29th–30th as the dates for the annual Lakeside regatta.

▶ Racing at the Toledo Y.C. will get under way the first Sunday in May with the Nipper Class boats starting at 10:30 a.m., and Nationals, Cats and Class L sloops at 2:30 in the afternoon.

▶ The Maumee River Y.C. has started a junior club, similar to the one at the Toledo Y.C. The age limit is twenty-five. The club will help the juniors get started this year by donating prizes and supervising activities.

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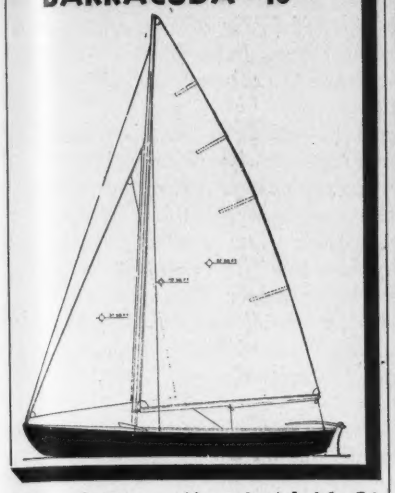

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FLORIDA TRADE WINDS

By Vivyan Hall

▶ Marine activity at Key West reached a new high in March, with visiting boats ranging from William K. Vanderbilt's big *Alva* down to dinghies on trailers. Since the protected basin at the submarine base is again taken over by the Navy for the neutrality patrol destroyers, new docking facilities are provided at the Porter and the Craig wharves where boats stopping in have included Albert W. Johnston's *Nicoya*, J. Wesley Pape's *San Cristobal II*, F. Seymour Barr's *Vagrant*, W. G. Cluett's *Senorita II*, Dr. Mathew Mellon's *Gerda II*, H. Bloomingdale's *Hiram II* and Edmund W. Miller's *Elbon*. Many of them were basing here for fishing cruises westward to Dry Tortugas and the Marquesas Keys.

The yacht club's preparations for the race back from Havana to Key West went for naught when a northerly blow shot the entry list to bits but the members are going right ahead with their plans for small boat racing.

With the help of Raymond Kauffman, in port aboard his *Hurricane*, a half dozen 10-foot plywood dinghies are being built as well as a couple of Snipes, one of them by the soldiers at Fort Taylor. Commodores Horace Connable and Albert Pierce should have one-design class sailing well started by the end of the summer.

▶ In Havana, Six-Metre and Star sailors anticipate more sport than ever this summer. Retiring president Miguel Riva, of the Habana Y.C., is justly proud of the committee boat in which a new 100 horse power Cummins Diesel engine has been installed. As this boat is used to tow some fifteen of the racing craft from the Almandares River to the course off the club, a dependable power plant is vital. Also docked on the Almandares is the 30-foot fishing cruiser just bought by Pedro Gomez-Mena. The largest yacht in the fleet, Prince Camillo Ruspoli's *Nenemoosha*, is undergoing an overhaul.

▶ Designed and built in Cuba, Mario Bustamente's cutter *Bicho Malo II* marks a decided step forward in local racing cruisers. Although she did not win in her class in the race from St. Petersburg, she should be a threat when completely tuned up. All hands were glad to see Commodore Garner Tullis of New Orleans, who raced aboard *Wakiva* and whose schooner *Windjammer* was an important contender in former Havana races. Boone Porter, who was in harbor in his power cruiser *Cocaigne*, from Louisville, had planned to convoy the fleet on the race to Key West.

▶ Under ideal conditions, on March 17th, at the St. Petersburg Y.C., southland motor boat regatta, Andrew Crawford, of Washington, D. C., drove his 135 cubic-inch hydroplane *Ed'n'Andy* to a new record. His mark of 53.254 m.p.h., made in the second heat, replaces the mark of 52.173 set at Red Bank last August by John L. Hyde, Jr., of Washington. While Crawford's boat was the only 135 in the regatta, several of the 91's were in the race and the competitive conditions were clearly established.

Jack Cooper's *Tops III*, which had won the 225 Class race at Bradenton the week before and was slated to take the sweepstakes event, ripped a hole in her bottom in the first day's racing and sank right at the judges' stand. This left Tommy Chatfield's *Viper III*, Bradenton runner-up, the only remaining 225 and an easy victor over *Ed'n'Andy* and two Class F outboards which were compelled to stop and refuel midway.

Through an error in rounding course markers, Chatfield's *Scoundrel* and J. D. McIntyre's *Happy Warrior III* spoiled their chances in the 91 cubic inch hydroplane event which was taken by Alden Hayes' *Little Bea*.

Other winners were: Mabry Edwards, in Class F outboards; Walter Anderson, in outboard runabouts; Frank Baker, in inboard runabouts; and Tommy Chatfield, in 225 hydroplanes.

Credit for the regatta was due to Harry Offut and Al Strum, backed up by Fred Brown, of Red Bank.

▶ Students in Florida for the spring vacation were invited to a sailing regatta held at Miami Beach, sponsored by the Montauk Y.C. Secretary Stewart Kenyon served as chairman, assisted by Allegra Brickell and Hugh Matheson, Jr. They laid out a mile and a half triangular course between the two causeways for the twelve heats which were sailed in Moth Class boats loaned by the members of the Miami Y.C.

Most points were won by Jack Price, of the University of Miami, followed by Wendell Davis, of Rollins College, who races summers at Marblehead. Third man was Robert Clarke, of Yale, who sails out of Wianno, Massachusetts, and fourth was Richard Gillmer, of the Hill School. Other institutions represented were Princeton, Northwestern, University of Pennsylvania, University of Florida, Stetson, Taft School, University School of Cleveland, Principia of St. Louis, Loomis, Foxcroft, and Miss Harris.

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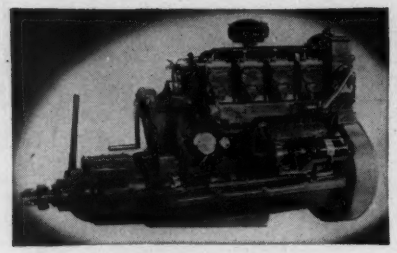

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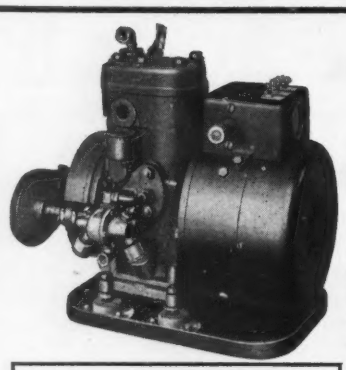

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▶ The annual meeting of the Florida Sailing Association was held at Orlando, March 30th, with seven of the seventeen member clubs represented. Secretary Henry Thompson reported five sponsored regattas held during the year at St. Petersburg, Fort Pierce, Palm Beach, Miami and Orlando, and his report showed that it was the skippers who attended all five who took the class championships.

All officers were reëlected. They are A. H. Bosworth, Miami, commodore; Taver Bayly, Clearwater, vice commodore; and Del Jordan, Big Bayou, rear commodore. It is hoped that during the next year the officers can get Association regattas under way at the other twelve member clubs.

Billy Letts, Big Bayou Y.C., won the Moth Class event at Orlando and the Association's season class trophy with much the greatest number of contestants. Bill Carnes, Tampa, won in the Snipes. Thompson's *Barbara* was the only boat in all regattas taking season honors. Jerry Gwynn, Miami, and Bill Dewson, Fort Pierce, took both Orlando and season honors in the Cricket and the Bantam Classes, respectively.

▶ At Fort Lauderdale, the Sunday afternoon races are proving popular, with large and excited galleries. The various owners of the sailing fleet, which so far consists of seven Class X dinghies and two National One-Designs, are making a point of getting non-owners afloat and exposed to the sport. A dinghy ramp, also used by seaplanes, has been built and a course laid out on the Stranahan River in front of the docks where Commodore C. M. Robinson officiates with a cannon and a stop watch. To date, the racing honors have been evenly divided, two schooner skippers, Dr. R. W. Burch and H. N. Davock, each taking trophies.

NEWS FROM MAINE

By Elizabeth Cooper

▶ Fitting out time is upon us again, a month after the "Fitting Out Number" of YACHTING, though for a while it looked as if it would never get here. The Maine yards are hard at work finishing up their building and starting on repairs, painting and the usual spring work. Picking out a precarious trail through the mud into the sheds, the fine smell of wood shavings and the hearty noise of hammering are as much harbingers of spring as the robin and the crocus.

▶ A comparative newcomer to the building game is Paul Luke, of East Boothbay. Mr. Luke was with Goudy & Stevens for seven years before he started his own yard. At present, he has building a 42-foot motor-sailer, designed by W. L. Warner for A. D. Seymour, of Ithaca, N. Y. She will be named *Alarm*.

She is powered with a Chris-Craft 6-130 engine with a 2:1 reduction gear, which will drive her at about 11 m.p.h. The rig will be an inboard sloop rig with a solid spar. She sleeps six. Forward is a pipe berth and toilet; in the main cabin are berths for three; in the deckhouse is an extension berth accommodating two. The galley is aft.

Also building is a sloop designed by Mr. Warner, 20 feet over all, 16′ 10″ water line, a beam of 6′ 9″ and a draft of 3′ 10″. Her sail area will be 240 sq. ft. and her sails are being made by Marshall Campbell of Waterville. She is for Ralph M. Marshall, of Bayside, L. I.

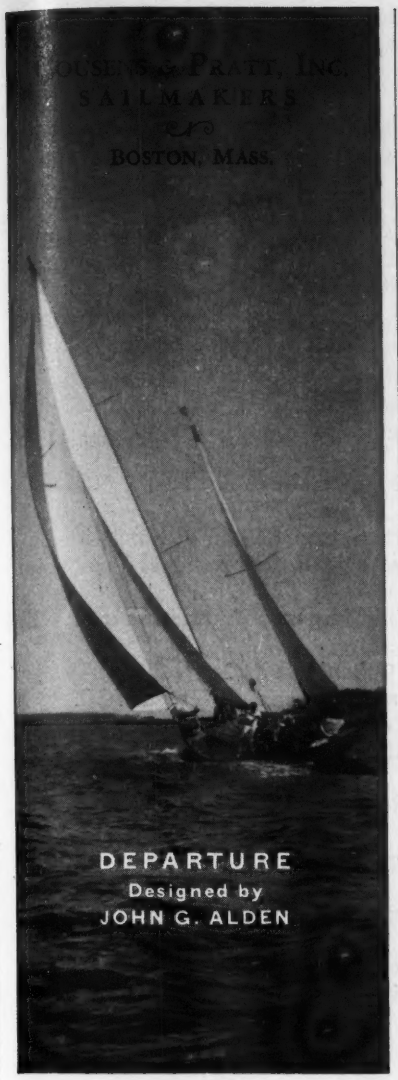
▶ Farnum Butler, of the Mount Desert Yacht Yard, is building a sister ship to *Sieglinde*, winner in Class D of the 1939 Chicago-Mackinac Race. Designed by John G. Alden, she is an auxiliary cutter 32′ over all, 22′ 6″ on the water line, 8′ 4″ beam and a draft of 5′ 2″. She will be powered with a Gray Light 4. She is mahogany planked and has bronze fastenings. She will sleep four, two in the cabin and two in the double stateroom. She carries 4000 pounds outside ballast.

▶ Harvey Gamage, in South Bristol, has been working at full capacity all winter, with enough orders ahead to carry him up to July. His new shed (new last fall) is full up with boats requiring the usual spring fitting out. He has had 15 men on all winter, and 20 men are working now.

The 44-foot cutter designed by Sparkman & Stephens for N. Brooke Smith, of Brunswick, is ready to go overboard any time. Built (so I was told) as a threat in the annual Portland Y.C. Monhegan Island Race, she is pretty to look at. Her water line is 30′ and she is 10′ 7″ beam and 6′ 3½″ draft. She sleeps seven; one in the forecastle, four in the main cabin and two in the after stateroom.

The 34-foot ketch designed by Ralph E. Winslow, of Quincy, Mass., for John Aspinwall, of New York, is in the water. She is 27′ on the water line with 9′ 10″ beam and a draft of 3′ 7″. She has a double cabin forward and transom berths in the main cabin. She is powered with a Gray 4-40 engine.

Two of the John G. Alden-designed 34-foot sloops of the new Barnacle Class are building. This new class is between the Malabar, Jrs., and the Coastwise Class. One has been assigned to Helen C. Taylor, of New Haven, Conn., for use at Northeast Harbor.



Gamage is also building, to Alden designs, a 37-foot raised deck centerboard sloop for Robert Stark, of Hazelton, Pa., and to his own designs, a 42-foot fisherman for use at York Harbor, a 30-foot sport fisherman for a Rhode Island yachtsman, and three 26-foot power boats.

▶ The Hodgdon Brothers, in East Boothbay, are finishing four of their 21-foot one-design sloops. Their design has been changed and refined. The rig is slightly more inboard and is taller and narrower. The boats will carry 200 square feet of sail and will have stainless steel rigging, hollow spars and sails by Ratsey. One of them has been assigned to Edwin Hill, of Newcastle. She will be named *Ocelot V*. Another will be raced by George Hodgdon, Jr.

▶ Frank Sample, in his yard at Boothbay Harbor, is busy with commissioning, engine installations, etc. He is installing a new Chris-Craft 6-135 2:1 reduction gear engine in the 39-foot cruiser *Cameo*, owned by W. H. Raye, of Newton Center, Mass. The engines in Commodore R. F. Debevoise's (Commodore of the Mere Point Y.C.) Dawn cruiser *Eight Bells* are being reconditioned. Guy B. Howe's 30-foot Hackercraft *Gambol* is being put in shape for delivery to her new owner on the West Coast. The railway, which takes up to 400 tons, will be in commission as this goes to press, and there are a number of boats coming out for repairs.

▶ The Centerboard Club of Portland announces the following new members: Arthur Flint Brown, Benjamin R. Graves, Kenneth V. Watson and Oakley C. Curtis.

Harold Robinson and Robert Foss are both having Lightning Class sloops built at the Davidson Boat Yard in South Portland.

▶ *Note for "Spun Yarn":* Your fan is right about Bar Harbor. Just for your information, since I see that it's too much to ask you to read anything but ill-timed wires, I reported on the municipal moorings in last September's issue. HA!

LAKE MICHIGAN NEWS

By Jeannette Oates

▶ The South Shore Y.C., of Milwaukee, opened the spring 1940 Frostbite season with an invitation regatta done in the best Milwaukee manner. Fleets from Jackson Park, Columbia and Racine took part, the high point pennant going to Fran Byrne of the Jackson Park fleet. Byrne's *Debutramp* scored 31½ points, with Bert Billheimer's *Savoy Plaza* and Percy Wilson's craft placing second and third. South Shore's one-two-three winners, sailing their new Duck Class dinks for the first time, were Walter Hull, Alec Detleff and Judy Brightstar. Racine sailors Charles Brownell, Frank Karls and Henry Smieding, commodore of the Racine Y.C., carried home three of the new winners' pennants. Columbia Y.C. victor and runner-up were Stan Thal and Tom Connery. The latter also took the Free-For-All, trailed by Eph Banning and one of the new Milwaukee Ducks. Drizzling rain and a hard easterly failed to dampen the fun.

▶ The second event on the traveling Frostbite circuit has been scheduled for April 14th at Racine.

▶ Chicago Y.C. dinghy sailors, with more events than week-ends, are doing their sailing off the Chicago Harbor clubhouse. Winner of the third annual Mitchell Trophy regatta is still a matter of conjecture, the event having to be postponed after the fifth race due to no wind. The leader at that intermission was Jack Ritchie, with Woodie Pirie, defender, in second berth, and Eddie Schnabel in third.

▶ The Chicago Lightning fleet, fifteen boats strong, second largest in the country, will race on an alternate Saturday and Sunday schedule off Montrose Harbor under the auspices of the Chicago Corinthian Y.C.

▶ Two interesting yachts will probably undergo a change of hands this season. Julian Armstrong's *Lively Lady*, 72-foot schooner, member of the Chicago Y.C. fleet, and Nathaniel Rubinkam's *Rubaiyat*, twice Mackinac winner. Mr. Armstrong says "once a schoonerman, always a schoonerman," but has his eye out for a neat cutter. *Rubaiyat's* owner, too, is looking for a small cutter or power cruiser.

▶ Wesley Bowman, of the Sheridan Shore Y.C., has announced that race week will be July 28th to August 3rd. The Great Lakes Junior Championship series, elimination series for the Sears Bowl contest, will be held during Race Week. A new event on this season's calendar is the George Orr Memorial Regatta. The "world's largest Star fleet" also numbers the world's newest Star, No. 1940, building for the Bingham-Clay-Floyd trio.

▶ *Geromi*, Chicago Y. C. power cruiser, owned by James Kemper, is due at Belmont any day from her up-river trip from New Orleans.

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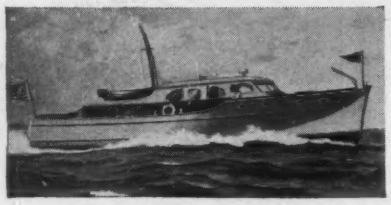

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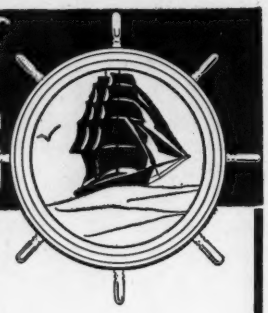

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▶ Signs of the pick-up in boat selling is the large new showroom in the Pure Oil Building lobby. Thompson, Century and Wolverine boats and Evinrude motors will be featured.

▶ Adding to the number of one-design fleets this season will be the Southern Lake Michigan Lawley 110, a newly formed local chapter headed by Harry O. Gardner, commodore, and Eddie Goetz, secretary.

▶ At this writing, the Lake Michigan Y.A. power squadron hasn't published the official 1940 schedule but the sail squadron schedule, all but one or two dates of which are now definite, has been released as follows:

June 15th. Annual Michigan City Race, Columbia Y.C.
July 3rd. Annual Saugatuck Race, Jackson Park Y.C.
July 5th. Macatawa Bay Y.C. Regatta.
July 6th. Lake Macatawa to Chicago Race, George O. Clinch and Col. Robert E. Morse Trophies, Chicago Y.C.
July 20th. Mackinac Race, Chicago Y.C.
July 20th–21st. Midsummer Regatta, Escanaba Y.C.
July 26th. Escanaba to Menominee, Escanaba Y.C.
July 27th. Annual 100-mile Sailing Race, Green Bay Y.R. Committee.
August 2nd–4th. Michigan Championship Races, National One-Design Class, Michigan City Y.C.
August 8th–10th. Lipton, Nutting and Gehrmann Cup Races for Class R, Class S and Tumlaren, Chicago Y.C.
August 17th–18th. Special Regatta, Columbia Y.C.
August 22nd–24th. Barthel Trophy at Milwaukee, Milwaukee Y.C.
August 25th. Chicago Daily News Regatta, L.M.Y.A.
August 30th. Queen's Cup Race, Milwaukee to St. Joseph, South Shore Y.C.
August 31st. First leg of Triangular Race, Chicago to St. Joseph, Columbia Y.C.
September 1st. Second leg of Triangular Race, St. Joseph to Michigan City, Chicago Y.C.
September 2nd. Third leg of Triangular Race, Michigan City to Jackson Park, Jackson Park Y.C.
September 5th–7th. Richardson Races, Rochester, New York.
September 7th–8th. Lutz Trophy Series, Class Q, at Jackson Park, Jackson Park Y.C.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ On March 22nd, at Seattle, the new cruiser *Fiesta*, built by Mike Shain's Trimmerships yard for A. B. Ford, of Seattle, was taken by truck to the Lake Union Drydock and Machine Works plant, on Lake Union, where she was lifted from the truck and set down easily into the water by the Lake Union yard's powerful crane. *Fiesta*, 49 feet over all, is driven by a 105 hp. Chrysler engine. Mr. Ford formerly owned the cruiser *Kanaka*. On trial runs, *Fiesta* logged 13.4 knots at 3300 r.p.m. over the measured mile.

▶ The Portland Y.C., of Portland, Oregon, lists the following as the club's committee chairmen: Cruising, John Sprouse; regatta, R. P. Woodbury; sailing captain, Wayne Bagley; fleet captain, J. W. McCrea; fleet surgeon, Dr. Theodore W. Adams; measurer, Walter Howell; entertainment, Vernon A. Cartwright; membership, Dr. Richard B. Adams; publicity, Sam M. Luders, Jr.; port captain, W. G. Elliott. Trustees of the club for 1940 include Milton B. Henderson, H. M. Clow, Don C. Jaxthiemer, Dean B. Webster, J. W. McCrea, John Sprouse, Vernon A. Cartwright, Roscoe Hemenway, and Claude Butler. Commodore of the Portland Y.C. is H. M. Clow, owner of *Dorla*, a 28-foot Columbia River One-Design sail boat; vice commodore is Don C. Jaxthiemer, owner of *Tyee;* rear commodore, Dean B. Webster; Claude Butler, owner of *Argosy*, is secretary-treasurer.

On May 4th the Portland Y.C. is to hold its opening day regatta, with the season's first sailing races for all classes. Similar regattas will be held on May 18th and 25th, while on May 30th and 31st, and June 1st and 2nd, the club will stage its Memorial Day Cruise. On June 8th, a Saturday "Girl Mariners' Gam" is scheduled.

▶ New members of the Seattle Y.C. include Harold S. Wright, owner of the 36-foot cruiser *Kaleta;* J. H. Morris, Jr., owner of *Bijou*, 26-foot utility boat; Bennett Fisher, 46-foot express cruiser *Begoda;* Fred Dobbs, 49-foot cruiser *Copro;* John M. Cooper, 20-foot sloop, *Gwen II;* Bruce Walter, Star *Heather;* Paul Pigott, cruiser *Gryphon;* Nat S. Rogers, 42-foot cruiser *Skimmer;* and David M. Salsbury, owner of the 30-foot cruiser *Aldor*.

The Seattle Y.C.'s Around Vashon Island race will be held on May 11th.

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Later at the club after the race several of the men in the class spoke to me about the way the boat went in that last leg. I am really highly pleased.

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Ray Krantz

A. B. Ford's "Fiesta," 49-footer built by Mike Shain's Trimmerships yard at Seattle, being launched by crane. She is Chrysler powered

▶ Pan American Airways have purchased a 25-foot semi-enclosed Chris-Craft cruiser from Motor Boat Marina, Inc., Seattle, for use as a crash boat at the system's new Lake Washington terminal for the Seattle-Alaska air service to be established by the Alaska clipper planes. The boat has a 95 hp. motor.

F. W. Graham, Shelton, Wash., is another new owner of a Chris-Craft, his boat being a 30-foot enclosed cruiser with 95 hp. engine. R. L. Goodsell, Seattle, has purchased a 15½-foot Chris-Craft de luxe runabout from Motor Boat Marina, also.

▶ Pacific Northwest yachtsmen were interested to hear that Captain C. Brocas' 32-foot Norwegian pilot boat type cutter *Lanakila* has been sold to Weldon C. Nicholls, rear commodore of the Berkeley Y.C. *Lanakila* (Hawaiian for courageous) was built at Seattle in 1934 by the Grandy shipyard. Captain Brocas formerly was a regular Seattle visitor when he commanded the Matson freighter *Maunalei.*

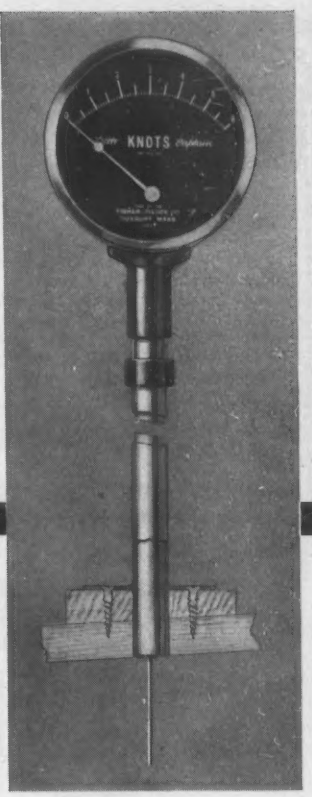
▶ Two Seattle shipyards, usually specializing in work boats, are building yachts. Bivins' Seattle Shipbuilding and Drydock Corp. yard is constructing a new 31-foot cruiser, to be completed early in May, for Forest Nowack, Seattle. Harold Hansen's yard, Seattle, is installing a deckhouse in a 25-foot cruiser for Jim Kerns, Seattle, this craft to have a 40 hp. engine and to be completed early in May.

▶ A modern new motor boat marina is scheduled to be under construction soon at Seattle, it was revealed at the Puget Sound port early in April. The new marina, to be a marine center for yachtsmen, has the backing of O. D. Fisher, well-known Seattle yachtsman and owner of the Diesel yacht *Sea Rest.*

▶ O. H. Freeman, of Fremont Boat Market, Seattle, early in April reported the following boat sales: *Polly Jane,* 34-foot cruiser with 100 hp. Hall-Scott, to Dan Fiorito, Seattle; a 26-foot cruiser with 40 hp. Universal Superfour, to John Mattson, Olympia; *Prince Rupert,* a 30-foot cruiser with 85 hp. Chrysler motor, to W. T. Woodburn, Tacoma; *Rogue,* a 32-foot sedan cruiser with 85 hp. Chrysler, to L. Larson, Seattle; and *Aurora,* 26-foot auxiliary sloop with 10 hp. Universal Bluejacket to Dr. W. O. Taylor, Kent, Wash. *Prince Rupert* joins the Tacoma Y.C. fleet.

▶ Allen Grubb, Seattle, will be the owner of the first of the new 28-foot standardized cruisers which were under construction in April from Monk designs at the Franck shipyard, Seattle. Grubb's boat, a fast sedan type cruiser, will have a Chrysler Crown for power. A second 28-footer, similar to the Grubb cruiser, is also under construction. At this yard, also, the new 36-foot Monk-designed auxiliary cutter *Nawitka,* for Bill Wright, Seattle, has been launched. Work also is progressing on Stedman Gray's auxiliary, as well as Alden Higlin's completely rebuilt 30-foot cruiser *Lazy Lou,* which has Gray gasoline engine power.

▶ Olson and Sunde Marine Works, Seattle, are building a new 58-foot research vessel for the U.S. Bureau of Fisheries, from designs by Edwin Monk, Seattle. A 135 hp. 6-cylinder Murphy marine Diesel is expected to give the boat a top speed of 12 knots. The new boat, to be finished in July, is to be used in herring fishery research in Alaskan waters. Although a



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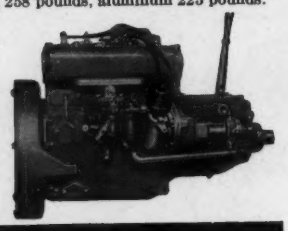

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round bottom vessel, the hull irons out aft into a form possessing the efficiency of V-bottom design. A radio telephone and photo-electric pilot are items of the vessel's equipment.

▶ Officers for 1940 of the Little Ship Club are Ronald W. Watt, Seattle, commodore; Ray Meyers, Olympia, vice commodore; Don Courtright, Bremerton, rear commodore; and Chester Dawson, Seattle, secretary-treasurer.

▶ Lee McCuddy, largest Evinrude Elco dealer on the Pacific Coast, with a downtown showroom in Portland, Oregon, and two well-equipped, adjoining boat houses on the Willamette River, has recently been appointed distributor for Gar Wood runabouts and utilities for the State of Oregon and southwestern Washington.

▶ *Cat's-Paws* . . . P.N.W. yachtsmen were saddened, in March, at the death of J. E. Frost, Gold Bar, Wash. Mr. Frost was a well known member of the Seattle Y.C. and owned the 44-foot cruiser *Cle-Illahee*. . . . *Jode* is the name of B. A. Kelly's new 25-foot Chris-Craft cruiser, of Seattle. . . . Clarence Pelz, Queen City Y.C., will launch his new little wind ship *Alert* in the near future. . . . Paul Pigott's 68-foot Diesel cruiser *Gryphon* is being modernized at the Lake Washington Shipyard, under the direction of Harold Lee. . . . *Copro*, Fred Dobbs' new 49-foot Trimmerships cruiser, was launched in March at the Mike Shain yard, Seattle; this boat has twin Chrysler engines. . . . The Ed White shipyard, Seattle, is building a new model 38-foot cruiser, and early in April construction was started on a new 22-foot cruiser. . . . Major F. P. Andrews' yard, Seattle, has completed a new 29-foot "Puget Sounder" cruising sloop, Monk designed; this boat has a trunk cabin and "doghouse" and the engine is to be a 25 hp. Kermath, to give a speed under power of better than 7 knots. . . . Dr. H. A. Wise's new Monk-planned motor-sailer, built by the Edison Vocational School's yard, Seattle, named *Cheechako*, was practically completed, except for sails, early in April. . . . Blanchard Boat Co., Seattle, has sold two 24-foot Blanchard knockabouts; one to Dr. Carl Jensen and the other to Leo Black, both of Seattle. . . . Roy Smythe, of Seattle Boat Works, reports the sale of an 18-foot Century runabout to Gene Kendall for use as a tender on the Diesel yacht *Gene*. . . . An 18½-foot Century runabout went to J. N. Shaw, Seattle, and a 17-foot de luxe Century boat has been sold to Ray Woodruff, Lakeside, Wash., for use on Lake Chelan. . . . M. V. Roley, Longview Y.C., purchased a 26-foot Fleetwing cruiser from Seattle Boat Works recently. . . . The Jensen Motor Boat Corporation yard, Seattle, has an order for a 45-foot cruiser from Monk designs. This craft is to have twin Chrysler Crown engines with 2:1 reduction gears. . . . Jim Woods' new 44-foot motor-sailer, Monk designed, was in frame in April at the Tidewater Boat Shop, Seattle. Several smaller boats are also being built at this yard. . . . The International P.B.A. held a meeting early in April to hear the report of the committee investigating the course for the 1940 Tacoma-Nanaimo International Cruiser Race. . . . G. C. Racey is the western sales representative at Seattle for the Murphy Diesel Company, Milwaukee, Wis. The new Murphy marine Diesels are sold at Seattle by the Alaska Pacific Engine Company. . . . R. Chesterman, Seattle, is building a 38-foot Monk-designed cruiser for his own use. . . . George Muenz, Seattle, has purchased a 25-foot yacht hull from Hutson's Boat Works, Seattle. . . .

LAKE ONTARIO NEWS

By W. Peck Farley

▶ The R boat *Acadia*, from the Royal Canadian Y.C., has been sold by Ross Taylor to Ross Russell of the Youngstown Y.C. and will sail under that flag off the Niagara River.

At this writing, "Chuck" Spaulding is torn between the R Class, in which he does so well, and the growing Six-Metre Class. At all events, he will have a boat under him at the starting gun.

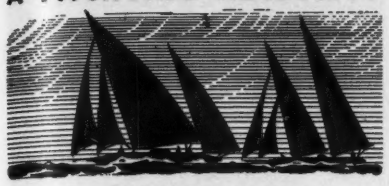
Youngstown will be host to the Snipe Class for the Retzlaff Trophy Races on August 17th and 18th, between boats representing Lake Erie and Lake Ontario.

▶ Active service has claimed so many yachtsmen from the ranks of the Royal Canadian Y.C. that at least one prominent yacht, *Norseman*, is up for sale. Every member of her crew has enlisted or is already on active duty.

Norseman will be remembered as an aspirant for the Canadian challenger for the Canada's Cup in 1930. She was built in the boat shops of the Royal Canadian Y.C. and was designed by W. J. Roué, of Dartmouth, Nova Scotia.

▶ John Booth, of the Olcott Y.C., has sold his Eight-Metre *Barbara;* she

WINDIKATOR
A YACHTING NECESSITY



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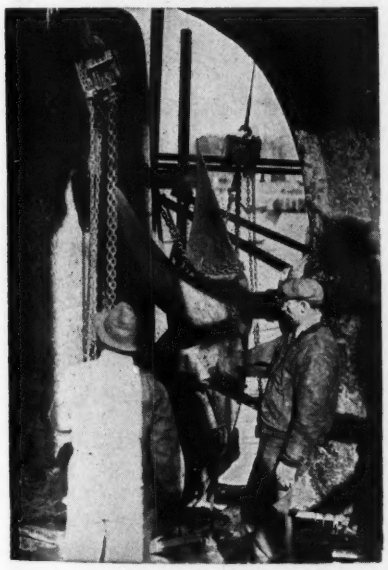

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MODERN MARINE STORAGE
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Fairhaven, Massachusetts

will go to Chicago. Booth will have a 50-foot schooner this year, definite announcement to come later.

The Six-Metre *Mist* has been sold by Ray Lee to Walter Roberts, Jr., and will be sailed from the Youngstown Y.C.

Arthur Harrison has chartered his Six-Metre *Erne* to Allen Parker, of Niagara Falls. *Erne* will be sailed by his daughter Joe and will represent the Youngstown Y.C.

Charles Atkinson is making extensive improvement on his New York "30" *Louise*. The entire cabin arrangement is being changed and modernized.

Walter Roberts, Sr., is changing his ketch to schooner rig.

▶ Art Emmerick and Bob Mason, of the Crescent Y.C., are waiting only for the ice to go out of the upper Hudson River and the New York State Barge Canal to open to bring *Sally R* to her new home port, Chaumont Bay. She is a 43-foot sloop and, to date, is the largest addition to Crescent's fleet for this year.

Bob Hart has arrived home after his Florida sailing. He raced his Snipe in several races of importance in Florida waters and also sailed in the St. Petersburg-Havana Race. Sailor Bob will race a Lightning this season.

Commodore Bill Adams announces a heavy racing schedule for 1940; details will be announced after the next club meeting.

Wes Gamble reports that, as this is going to print, there is twenty-four inches of ice covering Chaumont Bay. However, he says, in thirty days or, perhaps, less, there will be sailing activity off the Crescent Y.C.

A number of Crescent members have been working this winter on U. S. Coast Guard Reserve and U. S. Power Squadron problems. Some twenty-eight members have passed the Coast Guard Reserve tests and eighteen will soon try the Power Squadron examinations.

▶ Rochester and Lake Ontario yachtsmen welcome back to the active ranks a fellow yachtsman of long and good standing, Walter Todd. *Onaire III* will be his new yacht. She is from the boards of Sparkman & Stephens; is an auxiliary cutter 61′ 10″ over all with a beam of 14′ 6″ and draft of 6′ 6″. She carries about 1100 square feet of canvas in her Marconi main and a powerful jib brings her total sail area to about 1600 square feet. *Onaire III* is being built for early delivery at the Herreshoff Yards, Bristol, R. I., her construction being supervised by Rod Stephens. She has double and single staterooms, and teak decks and is not overcanvased. She is essentially a cruiser but with fine sailing lines. *Onaire III* is the outstanding addition to the Rochester Y.C. fleet this season.

Gifford Morgan is also coming back into the active list, bringing in a Matthews Sailer.

"Bozie" DePuy has sold his power cruiser to George Hill, of North Rose, N. Y. *San Sousi* will be at Sodus Bay this season.

Rochester's city manager, Harold Baker, has bought Ed Doyle's Wee Scot.

Ed Doyle has a new Parkman Star which will be on hand in time to start in the first Star series.

Clif Baker has purchased, from Harry Nye, the Hubbard South Coast Star which was built for Nye to sail in the Star International Championship at Kiel, Germany.

The Rochester Y.C. Star Class will be quite an outfit, at least so far as equipment is concerned, with five brand new boats, nine new suits of canvas and many changes and improvements in the entire fleet. First places are going to be hard to get in a class of fifteen smart boats.

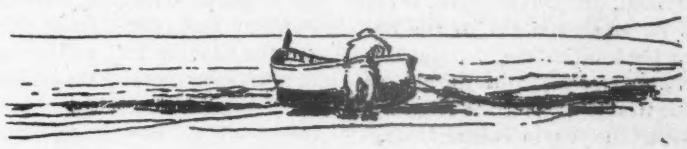
The Rochester Y.C. dinghy division, headed this year by Bill Erdle, will boast three new International dinghies of Douglas build. The new boats will be for Bill Little, Norman Cole and Wallace Ely, who is a newcomer to the fleet.

The International Dinghy Races for the Eastwood Trophy will be held this year under the sponsorship of the Royal St. Lawrence Club.

▶ There is every indication that a series of races will be held for International dinghies, between Lake Erie, Lake Michigan and Lake Ontario. It is probable that, if this series can be arranged, it will be held at Vermillion, Ohio.

▶ The spring council meeting of the L.Y.R.A. was held in Rochester on April 20th. Details of the Freeman Cup Race, starting at Rochester and finishing at Sodus Bay, were arranged.

▶ The Royal Ocean Y.C. racing rules will again be used in the L.Y.R.A. cruising race.



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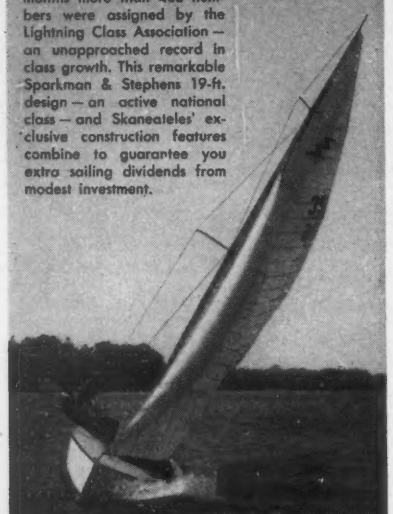

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COMET COMMENTS

By Malcolm D. Lamborne, Jr.

▶ As small boat sailing centers continue to move westward, that sprawling inland sea created by the Tennessee Valley Authority promises to see increased Comet activity in the coming seasons. First fleet of the region is in formation on Chickamauga Lake. A small group of Chattanooga enthusiasts has ordered Comets and will sail on the lake. Leader of the movement is Lynn Deakens.

Another new fleet is the one near Detroit, of the Orchard Lake Country Club, at Birmingham. All of the Comets, sixteen in number, are owned by the club. Members desiring to race one of the boats must first take an examination. Later members rotate in sailing Comets. Plans for the spring include a series of three weekly races. With 16 boats competing in the eliminations, the fleet will qualify two entries for the Nationals.

▶ News of the formation of a fleet at the Royal Y.C. of Greece, at Piraeus, seaport of Athens, heralds a new claim to the international aspect of the class. The club starts out with 12 Comets and promises that the remainder of 25 numbers assigned it will be taken up within a year, barring international complications.

▶ The final race in fleet eliminations for the Club Nautico of San Juan, Puerto Rico, will be staged the first part of this month. This group, along with fleets at Ponce and Mayaguez, is expected to be represented in the September Nationals to be held on Huntington Bay, L. I. Club Nautico, incidentally, stages its anniversary regatta on May 18th and 19th. Included in the program will be races for Comets. Don Luis Santaella recently was reëlected commodore of the club, marking his fifth year in that position.

▶ Comet skippers of Florida were afforded their first opportunity to compete in a large scale regatta as a separate class when the Jacksonville fleet joined with a small group sailing at Daytona Beach in a regatta last month in the latter city. A return regatta to be held in Jacksonville is now under consideration.

▶ Chesapeake Bay's newest Comet fleet, that of the Gibson Island Y.S., has elected Dr. John H. Michael, of Baltimore, as fleet secretary and Fitz Abbott, former Eight-Metre sailor, as captain.

▶ Comet activity around Providence, R. I., promises to bring forth a fleet there within a few months. The same holds true at Waterman's Pond, also in the state, according to Regional Vice President Bill Neilson.

▶ A year ago, the Riverton Y.C. fleet, Riverton, N. J., was not sure of sending one entry to the Nationals. With an increased number of boats this spring, Riverton should be represented with two Comets. This is the home port of former national champion Edward Merrill who, until the thaw set in, was ice boating on Lake Hopatcong. The nearby Beverly Y.C. fleet will lose two of its best sailors, Phil Somervell and Robert Levin. Somervell will be sailing under the Red Dragon Canoe Club colors this summer, while Levin moves into the Star Class, sailing the old *Eel* of Comet Designer C. Lowndes Johnson.

The Red Dragon Club is an old organization with an enviable reputation in the active days of canoe racing. It has a large clubhouse and five acres of ground, located half a mile from the Beverly Club.

▶ Starting next year, the Ocean City, Stone Harbor and Wildwood Yacht Clubs may alternate in holding the open Comet regatta for South Jersey. The move is being considered in order to eliminate the conflicting dates in August's crowded calendar.

▶ The Shennecossett Y.C. fleet, at Groton, Conn., beginning its second season, will open a Saturday series the middle of next month. Two races each Saturday will be held between then and a week after Labor Day. Skippers include the Eastern Connecticut Y.R.A. regatta at New London on their schedule for this year.

▶ It's a "point of honor" among the Comet sailors of Vancouver, British Columbia, never to tuck in a reef during a race. . . . William West, captain of the North East River Y.C. fleet, has just ordered his third Comet. . . . Newly elected officers of the Solomons Island Y.C., in Southern Maryland, are David Shaw, captain, and August Seifried, Jr., secretary. . . . Seven new boats for the Eastchester Bay fleet, City Island, N. Y., bring the total to 20. . . . Comet racing at the Bayside Y.C. will be vastly improved this year with the completion of new docks close by the parkway, on the west shore of Little Neck Bay. . . . Twenty is also the number that will start the year in Toledo, Ohio.

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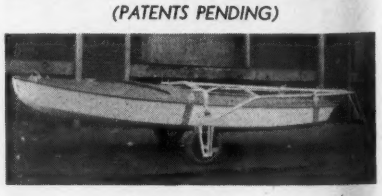

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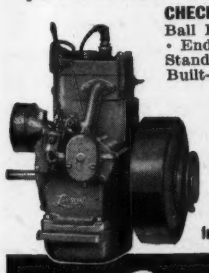

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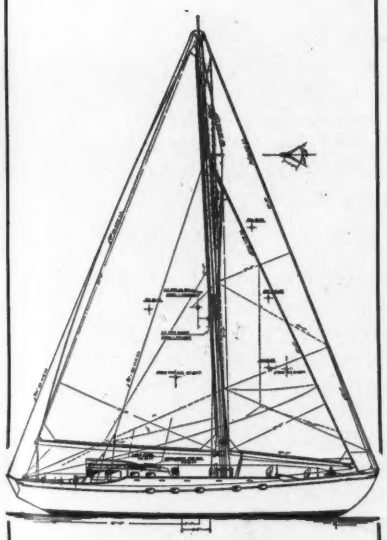

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CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

▶ All rumors to the contrary, a fleet of four of the Rhodes Bountys will be sailing the waters of Chesapeake Bay this summer. The boats will race in the Bay's Class C cruising division. Yachtsmen expecting deliveries the first of this month are: John R. Sherwood, Edward Palmer, Jr., and Carroll Williams, Jack Williamson and Emory Rice. All are members of the Gibson Island Y.S., with the exception of Mr. Rice, who holds membership in the Annapolis Y.C.

▶ Those old campaigners, Garland and Grady Miller, whose exploits in the Star and more recently in the log canoe classes are legion, paid the Eastern shore of Maryland a visit last month and left behind some news that set the Shoremen on their ears. Their sloop-rigged Poquoson canoe *Tradition* is going to be rigged with a mizzenmast, leg-of-mutton main and mizzen and a pivot jib.

Such a change can mean only one thing to canoe followers. *Tradition*, the pride of Virginia, is out to win the only remaining trophy she has yet to retire to the shelf — the Governor's Cup, sailed for each year at the big Miles River Y.C. regatta off St. Michaels, Md.

▶ The Chesapeake Bay Y.R.A. last month authorized the final draft of the 1940 regatta schedule for its member clubs. The dates, which may be found elsewhere in this issue, number 30 events, beginning with the Maryland Y.C. shakedown race on May 19th and concluding with the Potomac River Sailing Association regatta in Washington, September 14th and 15th. First time regattas under C.B.Y.R.A. sanction this year will include the Solomons Island Y.C. event, July 27th and 28th, and the Urbanna Y.C. regatta, September 7th and 8th.

Omitted to make way for the New London-Annapolis Race of last year, the Virginia Cruising Cup race will get under way from Gibson Island on July 4th. Again, it is sponsored by the Hampton Y.C. Something special has been promised for the C.B.Y.R.A. annual rendezvous to be held August 17th at the Annapolis Y.C.

▶ Various flotillas of the Norfolk division of the Coast Guard Reserve are now making contact with C.B.Y.R.A. clubs in preparation for motor boat patrols at regattas. In charge of a Coast Guard petty officer, each pleasure craft will be supplementary to the cutter *Calypso* and her small boats. Duties of reservists assigned to a regatta will include the patrolling of courses, fairways and anchorages and the maintenance of speed limits.

▶ Jim Bechert, of Royal Oak, on the Eastern Shore, is awaiting delivery of a new 47-foot motor-sailer designed and built by Ralph Wiley, of Oxford. Mr. Dechert, an active member of the Shore's Coast Guard Reserve flotilla, will equip the new boat with ship-to-shore telephone and other navigation gadgets. His Crusailer *Moon Maid* has been sold to John Hammond, of Philadelphia. The latter will sail her on the Bay.

▶ The newly organized Penguin Dinghy Class Association, Washington, D. C., recently held its first annual meeting at which a constitution calling for a governing board of three was adopted. At the same time, the group elected William Heintz, Ralph Youngs and Richard Shaw to its board. Latest Penguin to take to the water is George Dankers' *Cat's-Paw*, launched from Washington's Capital Y.C. early last month.

▶ Boats that are not large enough to qualify under Class C of the C.B.Y.R.A. rule but are still capable of competing in the more important Bay regattas will be afforded a spot in the yachting sun with the formation of a new class. Led by the young group of Potapskut Sailing Association (located near Baltimore), the Delta Cruising Class has come into being. The new class will include D boats and such others that fail to qualify in that class because of a rating of less than 15 feet or because they have no watertight cockpit.

The first opportunity for the new class to try its wings will be the Potapskut Trophy Race, an overnight event, scheduled to begin June 22nd, near the mouth of the Patapsco River. The class is hopeful of at least 15 "Deltas" before the summer is over. The rules specify that the boats must be of true cruising type, less than 20 feet in rated length but not less than 20 feet over all.

▶ Branning & Headington, Philadelphia naval architects and yacht brokers, have recently been appointed distributors of Mack Marine Diesel engines for southern New Jersey, Pennsylvania, Maryland, and Delaware.

▶ The silver anniversary of the Potomac River Power Squadron will be celebrated this month with a dinner given in honor of new squadron members who successfully passed the piloting course. . . . Reduced initiation

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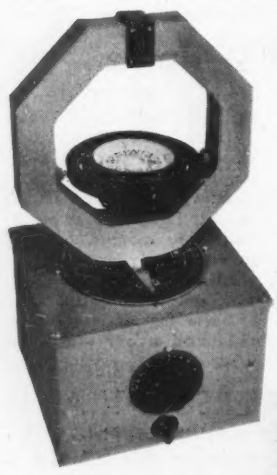

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fees during its membership drive have been announced by Baltimore's Maryland Y.C. . . . Eighty-five men and twenty-five women have been taking piloting classes of Patapsco River Power Squadron in Baltimore. . . . Washington's old District Morgue has been turned into a boat-building shop by an enterprising builder-designer who will specialize in Class D racing runabouts. . . . Maryland Y.C. members will journey to Washington on the fifth of this month to participate in the formal opening of the Corinthian Y.C.; the theme of the day will be a country fair. . . . The Board of Trade of North Beach and Chesapeake Beach, Md., plans a small boat regatta at a date yet to be announced. . . . The spring series of the Potomac River Sailing Association opened in Washington late last month and will continue through May; the climax of the season will be the group's annual Memorial Day regatta at nearby Gunston Cove. . . . A new Parkman Star with flexing mast has been shipped to Oxford for "Buster" Willford. . . . Twenty Hampton One-Designs will be sailing on the Lafayette River, at Norfolk, and an equal number at Hampton, Va., this season.

REEF POINTS FROM EASTERN CONNECTICUT

By Cap Stan

▶ The winter dinner, followed by a nautical "Information Please," held in Saybrook by the Essex Y.C. the last week in March, was one of those parties which "clicked" louder than anyone anticipated. Chairman Cliff Scott, of the newly-appointed entertainment committee, steamed up interest to a point where 125 members and guests, many from out of town, joined in the festivities. Mine Host Frank Brennan contributed an orchestra and favors for all hands.

Two teams of "experts" were formed to answer the questions propounded by Master of Ceremonies Jack Allen: the Nor'easters, composed of George P. P. Bonnell, former Commodore of the Cruising Club of America, John G. Alden, veteran naval architect of Boston, Whitman Kenyon, inventor of many navigational instruments bearing his name, and Sam Wetherill, the Barnacled Bard of Essex; and the Sou'westers, composed of William H. Taylor, yachting writer extraordinary, winner of the Pulitzer Prize a couple of years ago, Philip L. Rhodes, rising young naval architect of New York, Ernest Ratsey, member of the oldest yacht sailmaking firm in the world, and Major William Smyth, builder of many fine yachts in various Atlantic Coast yards. The judges included Commodore Alfred N. Stanford, Rear Commodore Chester Bowles, and ex-Commodore F. Walter Rowe. When some twenty questions — technical, semi-technical and humorous — had been answered, the judges emerged from a huddle and announced that the Nor'easters had won by a couple of boat lengths. Most of the comments overheard afterwards were something like: "Let's have another one — soon," and maybe they will.

▶ At this writing — the second week in April — two things are being discussed by all hands. All agree that it is one of the latest springs on record in these parts, greatly handicapping the commissioning of all sizes and types of yachts. Next, it looks as though there wouldn't be any flood. The freshets are here, almost a month late, but advices from the Weather Bureau indicate that the Connecticut River will behave in a normal manner this year, in contradistinction to its actions in the spring of 1936 and fall of 1938. Allah be praised!

▶ Under the peppy leadership of its new Commodore, Al Stanford, the Essex Y.C. is looking forward to one of the busiest seasons in its existence.

The new dinghy committee, headed by Paul Rogers, is coöperating with Sam Wetherill, new chairman of the race committee, in arranging many interesting dinghy events, including monthly series, novice races, team races with other clubs, team racing within the club, and so on. Chairman Bill Sangster, of the Sloop Class, is getting busy on an interesting schedule for his outfit. The annual club cruise is scheduled for Saturday, August 17th, with a lobster, corn and clam dinner at George's Cove, Block Island, with ex-Mayor MacWhinney in charge. The entertainment committee, off to a fine start with its nautical "Information Please" dinner, is planning other innovations. Yes, prospects may seem dull in some sections, but not around Essex.

▶ Arthur M. Stoner, of Hartford, is the latest newcomer to the Class X dinghy ranks. He has ordered a new dink from the Fairfield Boat Works, of Greenwich, and will race her at Essex. When not racing, she will be hoisted on the davits of his new 70-foot houseboat, now nearing completion at the yard of the Mathis Yacht Building Co., of Camden, N. J.

▶ Stanton G. Tiffany, who opened a new yard at Deep River last year, has another building job. This is a 28-foot sports fisherman, designed by her owner, Eugene S. Lord, also of Deep River. The model is of modified

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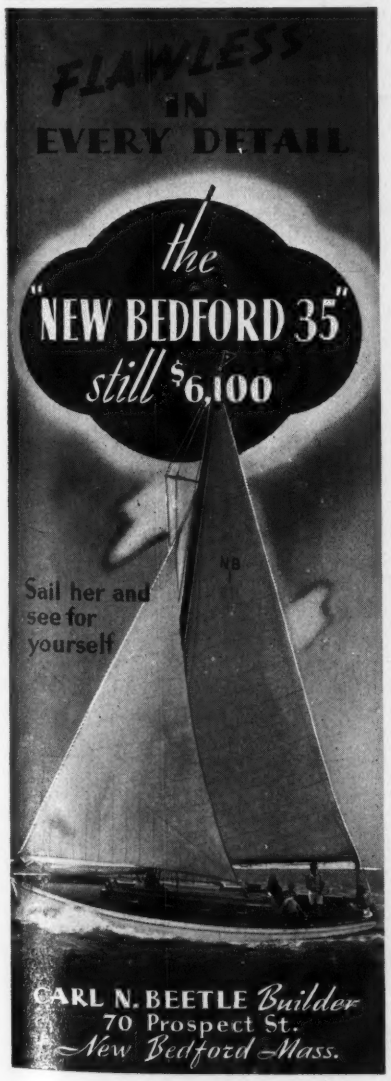
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▶ The lack of a Bermuda Race does not deter Chester Bowles from cruising there, nor does he wait for the month of June to make the trip. Late in the afternoon of April 1st, Chet, accompanied by Mrs. Bowles and Mr. and Mrs. Alfred Stanford, shoved off from Essex aboard the 72-foot schooner *Nordlys* for the Onion Isles, expecting to return to these shores by the end of the month.

▶ A rather odd fire occurred a few days ago aboard the cutter *Freedom*, owned by Frederick G. Crane, stored outdoors at the Essex Boat Works. It appears that *Freedom's* captain had just about finished painting the entire inside of the boat when the galley caught fire, which spread throughout the boat in the form of a moderate explosion in the twinkling of an eye. Quite a bit of woodwork in the galley was charred and the paint throughout the interior was blistered, despite the fact that the yard fire department made short work of extinguishing the blaze. Moral: Fresh paint and paint fumes can be dangerous when there is improper ventilation.

▶ This year's spring Off Soundings Cruise, scheduled for the Decoration Day week-end, looks as though it would break all records for an event of this kind, for the race committee announced that on April 1st they had received no less than 50 definite, written entries. They expect, on the basis of previous records, that there will be close to 100 boats competing.

▶ The old, red Scotland Lightship, which for many years guided countless craft on their way into New York Harbor, was sold by the Government in 1938 to Sloane Dannenhower, who had her towed to a dock at Lyme, on the Connecticut River, where she was to become a floating home. But along came the hurricane, and the old hooker was carried a mile or so from her berth and deposited high and dry on the beach. On April 1st, a wrecking crew took over. A week later she was a pillar of flame and smoke and, by the time this gets into print, the old guide post will be nothing but a memory.

▶ Extensive improvements have recently been made to Lansing's Marine Station in New London. The dock is now 450 feet long and has 14 slips accommodating yachts up to 70 feet in length. White gasoline and No. 2 Diesel oil are carried and free launch service is provided.

"NAVIGATIONAL MANEUVERS"

▶ "Navigational Maneuvers" is a competition based on theoretical knowledge of navigation put into practice with boats. This idea has unlimited possibilities as it appeals to all yachtsmen, whether power boat men, sailors or rocking chair navigators. Also, it can be varied to meet the competitors' knowledge, and problems can be worked out to suit each locality.

The competition was developed by Rochester yachtsmen, under the jurisdiction of the Rochester Power Squadron, in an attempt to get all types of yachtsmen together on a competitive basis and to encourage the study of navigation. As the easiest part of piloting is laying out the courses on the chart, we leave that to the committee and the competitors must make good the courses assigned to them. This means that the competitors cannot use charts as the answer could be figured out from the charts without making good the course. All necessary information, however, must be included with the problem to enable the competitors to solve it.

▶ The following is a sample problem with a sketch of the district in which it was held:

Course Number 3 — Start at 2:30 p.m. Time limit, 1½ hours.

USE NO CHARTS

All courses are true (use variation 10° W)

Distances are in statute miles

1. Proceed to a point where your distance from the light on the west pier at the harbor entrance at Rochester is equal to your distance from the chimney at the pumping station, and your distance from the chimney is equal to the distance from the chimney to the light on the west pier. (The pumping station is between 1 and 2 miles westerly of the pier.)
2. From the above fix, make good course N ¼ E and run 1.0 mile.

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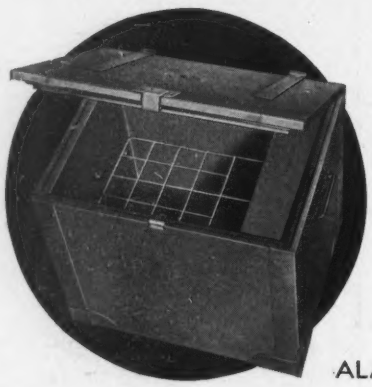

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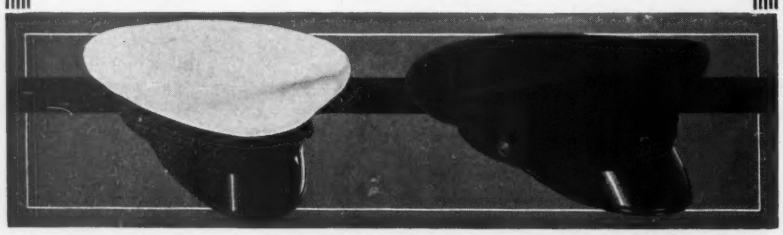

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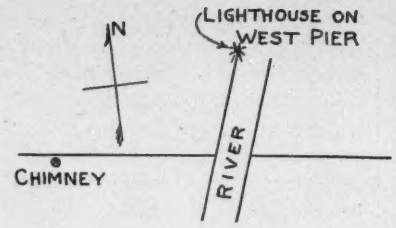


The lighthouse and the chimney, distance apart not stated, are the two fixed points in the Rochester Power Squadron navigational maneuver

3. From last position, make good course 92° and run 2.8 miles.
4. From last position, alter course 6¼ points to starboard and make good 1.4 miles.
5. From position at end of course 4, proceed to arrive at the lighthouse on the west pier.

Hand in written answers to the following questions:

a. What was your true course in degrees on fifth leg?
b. What was your magnetic steered course (apply variation and leeway)?
c. What distance in statute miles did you make good on fifth leg (to nearest tenth)?

▶ This is a simple example to show the mechanism of the competition. Boats can be divided into teams, giving the same problem to one boat on each team. Scoring is best accomplished by penalty points, one penalty point for each degree and one for each tenth of a mile that the answer is off.

▶ The following phases of piloting can be successfully included in the problem: cross bearings, bow and beam bearings, doubling the angle on the bow, leeway, tide and current tables, effect of wind, sea, or current on speed, compass deviation, speed curves, etc.

▶ Navigational Maneuvers are to be officially inaugurated by the Rochester Power Squadron, through the courtesy of the Rochester Yacht Club, at an inter-squadron meet to be held June 15th. We hope that those who come to Rochester to take part will promote the plan in their own organizations. We believe that we have developed a beneficial idea which will bring all types of yachtsmen together on a competitive basis. Why not try it this summer?

LUCIUS R. GORDON

▶ Here's one solution of the Navigational Maneuver:

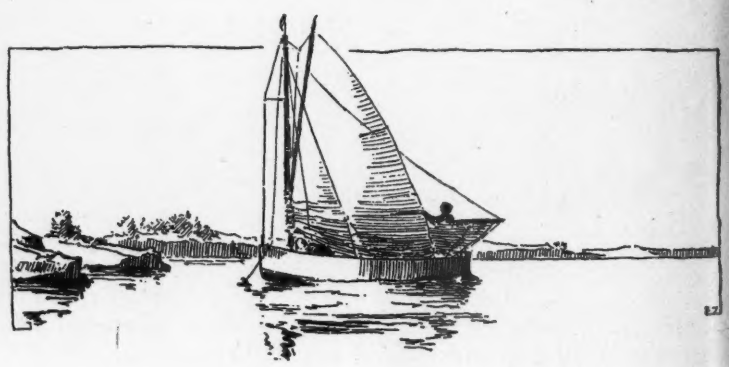
The difficult part of the problem is to find the position of the first point. By the conditions, this is at one apex of an equilateral triangle, the others being the lighthouse and the pumping works chimney. As the sum of the interior angles of a triangle is 180°, and as equal sides subtend equal angles, each interior angle will be 60°. The suggested procedure is as follows:

Run toward the lighthouse until it is in range with the chimney and take the bearing of this range. The first course will be 60° to the right of this bearing. Go close to the lighthouse and get on this course, with the lighthouse astern, and run it, keeping the lighthouse directly over the stern, until the chimney bears 30° abaft the port beam. Note the distance run from the lighthouse. You will then be at the first point sought and, from there, can steer the courses and run the distances required.

▶ In clear weather, this will be all that is needed. If, however, fog should shut in after locating the first point, you will have to work a traverse, taking the lighthouse as the starting point and calling it zero latitude and departure. The position of the last point reached before making the final run to the lighthouse should be worked out by the traverse and the course and distance made good from the lighthouse on all the legs of the run ascertained. Then the course to the lighthouse will be the reverse of this course made good and the distance will be the same as that shown by the result of the traverse.

Don't forget to correct course for variation, deviation and leeway!

C. H. H.



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Hubbard Tells About Tuning

▶ An innovation in marine hardware and fitting catalogs has just appeared in the new manual of Hubbard's South Coast Company of Newport Beach, California. In addition to pages and pages of the commoner fittings, a great variety of mast tangs, spreaders, cleats and other sheeting devices, halyard winches and all sorts of gadgets for Stars, and other racing classes are shown.

The innovation, however, is the nine-page article on the tuning of racing craft written by Walter Hubbard, Jr., former Star Class International Champion and one of the leading racing skippers of the country. The article is illustrated by many diagrams and goes into the greatest detail on such subjects as converting weather and lee helm, the rake of the mast, the tuning of all standing rigging, bowing the mast, and the trimming and adjusting of sails. It is certainly one of the very finest works on the subject ever published and should be worth many times its price of 25 cents to any racing skipper.

New Marine Oil in Novel Container

▶ To introduce a new marine product, Veedol Marine Oil, The Tide Water Associated Oil Company has developed a handy carry-all container, the Veedol "Stowaway" Kit, consisting of a sturdy cardboard container holding four separate quart cans. It not only provides a convenient method of handling bulky oil containers, but also utilizes small space aboard ship and prevents cans from rolling around.

New Marina on Inside Route

▶ One of the outstanding privately operated and built yacht basins in the country is nearing completion at Great Bridge, Va., on the Intracoastal Waterway near the junction of the Dismal Swamp and Albemarle-Chesapeake Canals.

Known as the South Atlantic Marine Basin it has been in operation for some years, but it is only since D. D. Atkinson of the Atkinson Dredging Company took over control that it has reached its present state of efficiency.

The property has approximately 3000 feet of waterfront plus an additional 250 feet of newly constructed dock which extends along the Intracoastal Waterway. A channel has been cut from the waterway to a large land-locked lagoon where over a hundred large boats may be stored under protecting sheds. The total covered fresh water storage space is 130,000 square feet.

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For the visiting yachtsmen's personal convenience the basin provides accommodations which include modern rest rooms, showers, and a spacious lounge located on the dock.

An up-to-date grocery and butcher store is operated by the yacht basin adjacent to the dock and all supplies can be obtained there and delivered to the basin.

The South Atlantic Marine Basin at Great Bridge, Va., on the Intracoastal Waterway

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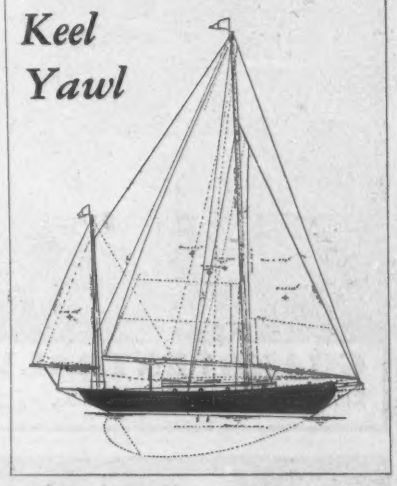

The CASEY 40' keel yawl sleeps six people. Can be had also with Cutter or Ketch rig.

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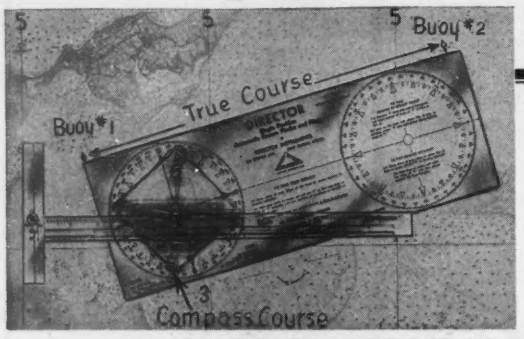

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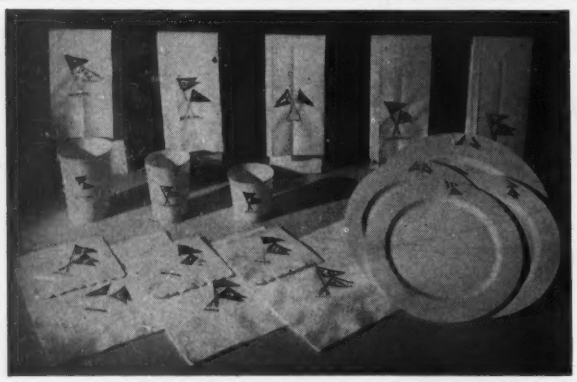

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The South Atlantic Marine Basin is a Texaco Mailport and carries a full line of Texaco Marine Products — gasoline, lubricants and diesel fuel.

Elco Offers Films

▶ Two new motion picture films, designed to appeal to yachting and fishing enthusiasts, are now being made available to yacht clubs and other yachting organizations by the Elco Works.

One of these pictures, taken in color by an Elco owner, is entitled "Her First Cruise", and is the record of a cruise in Connecticut waters. It is considered to contain some of the best marine color photography that has been seen to date.

The other picture, which is in black and white, is an exciting record of game fishing. The picture was taken by one of the outstanding sport fishermen in America, Michael Lerner, under the auspices of the American Museum of Natural History. The picture, taken in waters off Nova Scotia, includes some remarkable shots of two record catches by Mr. Lerner. One swordfish broke the existing record, and then another was caught which was again heavier.

The films may be obtained by yacht clubs and yachting organizations by applying to the Elco Yacht Division of The Electric Boat Company, at Bayonne, New Jersey.

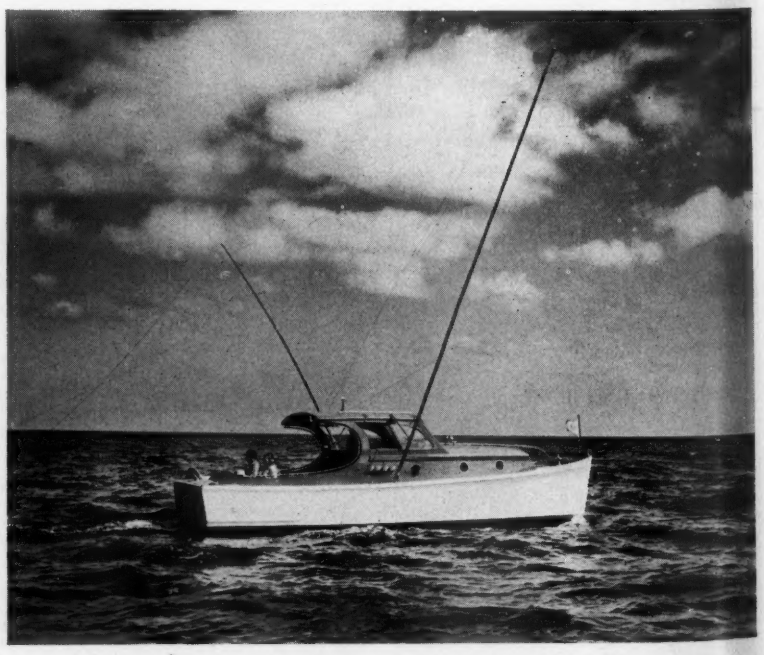
Jeffery's Marine Glue Celebrates 100th Anniversary

▶ Alfred Jeffery of London, a pioneer in the marine-glue industry, began in 1840 to develop a product that would prevent hull decay and also serve to repel barnacles. After extensive experimenting, he produced a marine glue of outstanding efficiency — not only waterproof, but with the revolutionary feature of elasticity in both hot and cold temperatures. At last — a glue having the properties of contraction and expansion in like proportion to the shrinking and swelling of wood — regardless of climatic conditions. (Previously, pitch had been used as marine glue, but it was short-lived at best; and also being affected by temperature changes, it was never very satisfactory.)

Jeffery's Marine Glue became the answer to a long-unfilled need for a durable, waterproof and resilient material of all-weather efficiency. Its widespread use is traditional among mariners, yachtsmen — in fact, all whose business or pleasure is concerned with boating.

Prices of Tru-Loc Fittings Reduced

▶ Due to the increasing quantities of Korodless Tru-Loc Yacht Fittings being used especially in the smaller sizes, the Hazard Wire Rope Company of 230 Park Avenue, New York City, has recently announced extensive reductions in the prices of these fittings for the smaller sizes of wire. In some cases the reductions amount to over 50 per cent of the former prices. The new range is from $1.00 for 3/32″ to $2.50 for ¼″. These amounts cover the fitting itself as well as the charge for cold rolling it onto the wire. The prices of larger sizes remain unchanged.



The Elcoette Angler, one of which will be on display at the RCA pool at the New York World's Fair fitted with RCA radio telephone equipment